

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Ford Motor Plant Demolition **FILE # 12 210553**
 2. **APPLICANT:** Devon Industrial Group **HEARING DATE:** 12/20/12
 3. **TYPE OF APPLICATION:** Site Plan Review
 4. **LOCATION:** 966 Mississippi River Blvd S
 5. **PIN & LEGAL DESCRIPTION:** 172823130002
Auditors Subdivision No 87 All Of Lot 1 Blk 1 & That Part Of Lot 3 Blk 1 Lying Nly Of A 7
Course Line Desc In Doc No# 2087758 All In Ford Motor Co First Add & In Sd Aud
Sub No 87 The Fol Ex N 500 Ft Of W 328 Ft Of The E 999.4 Ft Meas From El Of Sec 17 Tn
 6. **PLANNING DISTRICT:** 15 **PRESENT ZONING:** I1; the west half of the site is RC3
 7. **ZONING CODE REFERENCE:** 61.402.c
 8. **STAFF REPORT DATE:** 12/13/12 **BY:** Tom Beach and Merritt Clapp-Smith
 9. **DATE RECEIVED:** 11/14/12 **60-DAY DEADLINE FOR ACTION:** 1/13/13
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- A. **PURPOSE:** Site Plan Review to demolish the Ford Motor plant and restore the site.
- B. **PARCEL SIZE:** The entire Ford Plant site east of Mississippi River Blvd covers 122 acres. The work shown on the site plan covers an area of 67 acres where the existing buildings and surrounding pavement are located.. The rest of the site is a paved parking lot at the north end of the site, baseball fields and lawn. No changes are shown on this site plan for these areas.
- C. **EXISTING LAND USE:** Car manufacturing plant (not in operation since December 2011)
- D. **SURROUNDING LAND USE:**
North: Commercial, multi-family residential, single-family residential (T2, B2, RM2, RM3, R4)
East: Commercial, multi-family residential (T2, RM2)
South: Park, single-family residential (R1, R3)
West: Park, industrial and Mississippi River (R1, I1)
- E. **ZONING CODE CITATIONS:**
Section 61.402.a requires Site Plan Review for:
- "Any development in the River Corridor Critical Area ..."
 - "Any filling, excavation or tree removal that disturbs an area greater than 10,000 square feet"

Section 68.103.d requires that "a site plan shall be submitted to and approved by the planning commission in accordance with section [61.402] before a permit is issued for any property wholly or partially within the River Corridor District." The definition of development in the River Corridor includes "the making of any material change in the use or appearance of any structure or land including ... demolition of a structure" per Section 60.205.D

Section 61.402.c lists 11 findings that must be met in order to approve a site plan. These findings are listed below in Section I of this staff report.

Section 61.105 sets time limits for how long site plan approval is good for: "No decision of the zoning or planning administrator, planning commission, board of zoning appeals or city council approving a site plan, permit, variance, or other zoning approval shall be valid for a period longer than two (2) years, unless a building permit is obtained within such period and the erection or alteration of a building is proceeding under the terms of the decision, or the use is established within such period by actual operation pursuant to the applicable conditions and requirements of the approval, unless the zoning or planning administrator grants an extension not to exceed one (1) year."

Section 61.402.e covers requirements for a Security Agreement to ensure that work is completed as shown on the approve site plan: "The zoning administrator may require the applicant to file a security agreement in the form of an irrevocable letter of credit, a performance bond, or cash escrow equal to the

estimated cost, as determined by the zoning administrator, to install required landscaping, paving, screening, erosion and sediment control or items required by special condition."

- F. **PUBLIC HEARING** Most site plan reviews are delegated to staff. However, the Planning Commission adopted a resolution in 2004 that establishes guidelines for when a public hearing should be held. The resolution says in part:

- A site should be brought to the Planning Commission if "the site plan is for a major project that warrants a formal decision by the Planning Commission."
- "The Zoning Administrator has the authority to refer a site plan application to the Planning Commission..."

Given the importance of the Ford site and the high level of public interest in it, the Zoning Administrator decided to schedule a public hearing on the site plan.

F. **HISTORY/BACKGROUND:**

1. *History of the Plant* The Ford Motor Twin Cities Assembly Plant opened in 1924 and over the next 75 years, the Plant was expanded a number of times. The last expansion was the Training Center which opened in 1998.

In 2007 Ford announced that the Plant would be closed and the last car drove off the assembly line in December 2011.

Ford does not intend to redevelop the site themselves. They intend to sell the site to others who will redevelop it. At this time, it is not clear what will be developed on the site or who the developer(s) will be.

A more detailed history of the site is provided on page 1 of the attached Summary of Work submitted by Ford.

2. *Task Force* In 2007, the Planning Commission initiated the Ford Site Planning Task Force to assist city staff and policy makers in identifying a redevelopment framework for the Ford site that would create a positive legacy for the City and Ford Motor Company. The Task Force worked closely with city staff, consultants and the public to identify a general vision and goals for the site and created five alternative development scenarios as the foundation for analyzing the benefits and impacts of different land use and infrastructure choices. These scenarios remain under analysis and the final work of the task force is not expected to be complete until final redevelopment planning nears. The decommissioning activities outlined in this site plan advance the Ford property towards that future, by facilitating completion of the environmental assessment which will identify the site's development potential and position it for sale.
3. *Site Plan Review application* Ford originally submitted a site plan for the demolition on 9/11/12. The City determined the application was incomplete and returned the application on 9/27/12 along with a letter explaining what additional information the City needed to review the site plan. Ford submitted the current, updated site plan on 11/14/12.

- G. **PROJECT OVERVIEW:** The site plan calls for demolishing the existing buildings (including the slabs and foundations), removing infrastructure (including utilities and tunnels) and taking up pavement around the buildings. A more detailed description of the proposed work is provided on pages 2-9 of the attached Summary of Work submitted by Ford. A copy of the timeline submitted by Ford is also attached.

1. *Phases*

The work is divided into three phases.

- *Phase 1* May 2013 to December 2013

Following removal of regulated materials (such as asbestos and PCB's) from the buildings, the buildings will be demolished down to the floor slabs. Sewers and other underground utilities will be cleaned and capped.

- *Phase 2* August 2013 to May 2015
Floor slabs will be demolished. Foundations, pits, trenches and tunnels will be demolished to a depth of 6'. Rail road tracks on the Ford property will be removed and recycled.
- *Phase 3* June 2014 to August 2015
The site will be graded and revegetated. Stormwater ponds and swales will be created.

2. *Concrete crushing*

Ford wants to crush the concrete from the floor slabs and foundations and use it to fill basements, tunnels and other low areas. They estimate they will need a total of 120,000 cubic yards of material for fill and they can obtain up to 80,000 cubic yards of material if they use the concrete from the floors and slabs.

Ford proposes to locate equipment for crushing concrete near the center of the site. It would be approximately 1200' from the nearest residential property. Crushing would occur intermittently from August 2012 to December 2014

Crushing the concrete on site and using it for fill will eliminate thousands of truck trips that would otherwise be needed to haul away concrete and import fill.

However, the crushing has potential impacts that need to be addressed. These issues can be addressed as they have on other large demolition sites, including the 3M campus.

- Ford must obtain approval from the MPCA for concrete reuse, to ensure that it meets environmental standards for reuse and is used in an appropriate manner consistent with site needs. The approval is called a Case-Specific Beneficial Use Determination. Ford has applied for this and expects to receive a decision in March 2013. Ford and city staff anticipate that the application will be approved.
- Dust from concrete crushing will need to be controlled by watering the material. This is a standard and effective dust management practice for crushing operations. Ford's application says "Water misting will be used to control dust emissions at the feed and end points of the system. Additional water application will be use as necessary." In the event that dry weather or strong winds make dust management difficult, the City has the authority to halt crushing operations until there are appropriate conditions for dust control.
- Noise from the crushing operation will meet City noise standards according to numbers submitted by Ford. Their numbers say the level of noise 20' from the crushing machinery will be between 80 and 90 db. The nearest residential property is 1200 feet away from the crushing operation and at that distance the noise will be well under the permitted maximum of 65 db. Staff does not anticipate that noise will be a problem.

3. *Environmental testing*

Ford's application says "Ford's Environmental Quality Office is arranging to have concrete samples collected (from concrete floor slabs, concrete pavement, etc.) for analysis to determine the quantity of concrete demolition spoil that would meet MPCA requirements for the intended use of on-site structural fill."

"In addition to sampling the floor slab concrete, MPCA requires that the soils beneath the floor slabs also be sampled and tested to determine to what extent, if any, remediation is required for those areas beneath the floor slabs where soils tested were found to be impacted. The sampling and testing of these soils will be done as demolition of the floor slabs progresses. Ford's Environmental Quality Office is currently engaged in environmental assessment studies for preparation of a Remediation Action Plan (RAP), Construction Contingency Plan (CCP), and Leaksite Closure to be submitted to the MPCA for approval."

4. *Traffic*

Ford submitted a Traffic Study for the work covered by the site plan. The study says:

- A total of 90 vehicles a day will come to the site. Of these, 30 would be trucks. The study says

this is less traffic than what the Ford plant generated when it was in operation: at that time up to 700 cars and 138 trucks accessed the site everyday. (200 cars and 18 trucks used the Ford/Cretin driveway and the rest used other driveways including one on Mississippi River Blvd.)

- All traffic into and out of the site will use the existing driveway at Ford and Cretin. The only exception would be if Ford Parkway was closed due to construction, etc. In that case, traffic would use the driveway on Mississippi River Blvd at the south end of the site.
- Trucks would use Ford Parkway to get to a truck route – either east on Ford to Snelling or west on Ford across the bridge to truck routes in Minneapolis.

5. *Stormwater*

The final grading and landscaping for the site will address issues with stormwater quality. The finished site will be largely pervious so that stormwater can infiltrate into the ground instead of running off the site as it currently does. Ponds will be created to clean/handle stormwater and groundcover will be planted to stabilize the site.

During the demolition process, two temporary sedimentation ponds will be provided to improve water quality.

6. *Fences and screening*

The site will be secured by existing and new fences around the site. Ford wants to put barbed wire at the top of the fence. Fabric would be attached to the fence to act as a visual screen. In addition, the west wall of the Main Assembly Building along Mississippi River Blvd. would be the last building wall to be removed so it can act as a screen.

7. *Remainder of the site*

The work covered by the site plan impacts 67 acres of the site. The north 37 acre portion of the site is a paved parking lot and the site plan does not call for removing the pavement or underground utilities in this area now. Ford intends to convey this area to a new owner in its current condition and the new owner would remove or reuse the pavement and utilities as appropriate to support redevelopment. In the event this area is not conveyed to a new owner for redevelopment, Ford has committed to the "removal of these parking lot areas within five years from the date of the Master Site Plan (MSP) approval."

H. **DISTRICT COUNCIL RECOMMENDATION:** Staff had not received a recommendation at the time this staff report was written. However, on December 11, the Highland District Council's Development Committee hosted a public meeting to review Ford's site plan application. 40 people attended the meeting. Representatives for the applicant presented key elements of the site plan and answered questions. City staff provided information on site plan review procedures and the public hearing process. Key items raised at the meeting were how long the demolition would take, truck traffic, concrete crushing, noise, dust and handling of hazardous material.

I. **FINDINGS:** Section 61.402.c of the Zoning Code says that in "order to approve the site plan, the planning commission shall consider and find that the site plan is consistent with" the findings listed below.

1. *The city's adopted comprehensive plan and development or project plans for sub-areas of the city.*

The site plan is consistent with this finding. The Saint Paul Comprehensive Plan Land Use chapter identifies the Ford property as one the city's "Opportunity sites for future development..." (Land Use 1.54) and as a "Mixed Use Corridor" (Generalized 2030 Future Land Use map). Demolition of the previous use on the property that will prepare the site for redevelopment is consistent with its land use designation, and consistent with the Mississippi River Corridor Plan (2002) objective of providing "new neighborhoods" in the river corridor to create connections to the river. (page 7 – Strategy 3)

The Comprehensive Plan encourages clean up and reuse of former industrial, brown field properties which "restores and enhances the city's employment and property tax base." (Land Use page 29)

Demolition of the current structures will facilitate this process and position the site for redevelopment.

Removal of the structures will be followed by grading and seeding with native seed mixes to control erosion and manage stormwater, consistent with Water Resource Management Strategy 2.13 "Continue to use site plan as an opportunity to improve surface water management on proposed developments." and 2.18 "Encourage the use of native vegetation for appropriate land uses."

2. *Applicable ordinances of the City of Saint Paul.*

The site plan is consistent with this finding. Since the site plan does not include any new development, many of the typical standards for site plan review do not apply. The site plan will meet City standards related to the rate of stormwater run-off and erosion/sediment control

Section 61.402.e gives the City the authority to require a Security Agreement to ensure that site work is completed as shown on the approved site plan. The Zoning Administrator has determined that a Performance Bond structured as follows is sufficient to ensure that work is completed: Ford Motor must provide the City with a Security Agreement to ensure that site work shown on the approved site plan is completed. The Security Agreement must be submitted before permits will be issued for work included in Phases 1-3. The amount of the bond will initially be \$7.5 million. Once work covered by Phases 1 and 2 has been completed and inspected/approved by the City, the amount of the Security Agreement will be reduced to \$5 million. Once work covered by Phase 3 has been completed and inspected/approved by the City, the amount of the Security Agreement will be released.

The site work is expected to take almost three years to complete. However, based on Section 61.015, the approval of Ford's site plan will be valid as long as they obtain a permit for the work within two years and then work is proceeding.

3. *Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*

The site plan is consistent with this finding. Ford is conducting environmental investigations and cleanup on the property under the regulatory oversight of the Minnesota Pollution Control Agency (MPCA)'s Voluntary Investigation and Cleanup (VIC) and Petroleum Brownfields (PB) Programs. MPCA will approve a Construction Contingency Plan that Ford will follow and consult during the removal of buildings, slabs and foundations. The removal of the buildings, slabs, and foundations will allow Ford to complete the sub-slab soil investigation and any necessary soil cleanup, in accordance with work plans reviewed and approved by the MPCA. The MPCA will review the sub-slab soil data and other pertinent information to ensure that any soil conditions requiring remediation are completed in accordance with applicable standards. Provided Ford abides by and completes the VIC and BP programs to the satisfaction of the MPCA, no environmentally sensitive areas will be impacted. The area of disturbance for site decommissioning is on built up, impervious surfaces.

None of the buildings slated for demolition are historically designated. In 2007, Ford hired Hess, Roise and Company to conduct a historic assessment of the property and buildings. The resulting report, titled "Ford Motor Company Twin Cities Assembly Plant: An Assessment of Significance and Eligibility", concluded that repeated alterations to the original plant structure meant that "its integrity is too compromised for the property to qualify for either [listing in the National Register of Historic Places or designation by the Saint Paul Heritage Preservation Commission]". Ford has identified certain elements of the original structure to be removed and saved for reuse in the redevelopment, including a few lighting fixtures and an exterior frieze.

Stormwater from the site drains to Hidden Falls. Ford's submittal includes an analysis of the impact of the demolition and site restoration on Hidden Falls. It concludes that the work will improve Hidden Falls in two ways. First, it will reduce the peak rates of stormwater and provide a more uniform rate

of flow. Second, the proposed vegetation will improve the quality of water going to Hidden Falls.

The west half of the site is located in the Saint Paul River Corridor. The proposed changes to the include removing hard surface area and constructing measures to improve water quality. This is consistent with preserving and improving this environmentally sensitive area.

4. *Protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and sight buffers, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*

The site plan is consistent with this finding.

- The final grading after the demolition will improve surface water drainage. Temporary measures, such as sediment ponds, will be required during demolition while the site is torn up.
- The west facade of the Main Assembly Building will be kept up as long as possible so that it can act as a sound and sight buffer along Mississippi River Boulevard. Fabric will be attached to the fence around the site to act as a visual screen during demolition. Once the demolition is finished and ground cover has been established, the screen will be taken down.
- It is not anticipated that sound from concrete crushing or other demolition activities will be a significant problem for the surrounding area.
- The concrete crushing operation and demolition will be watered as needed to ensure that dust does not impact neighboring properties.
- The demolition of the existing structures will improve views and light.

5. *The arrangement of buildings, uses and facilities of the proposed development in order to assure abutting property and/or its occupants will not be unreasonably affected.*

The site plan is consistent with this finding. The concrete crushing operation will be located approximately 1200' from the nearest residential property.

6. *Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*

The site plan is consistent with this finding. Most of the existing buildings, pavement and infrastructure on the Ford Motor plant site will be removed. After the site is graded, a layer of soil will be put down and low- maintenance ground cover will be planted.

7. *Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*

The site plan is consistent with this finding.

According to a Traffic Study submitted by Ford:

- A total of 90 vehicles a day will come to the site (60 cars and 30 trucks). This is less traffic than what the Ford plant generated when it was in operation. (At that time up to 700 cars and 138 trucks accessed the site everyday. Of these, 200 cars and 18 trucks used the Ford/Cretin driveway and the rest used other driveways including one on Mississippi River Blvd.)
- All traffic into and out of the site will use the existing driveway at Ford and Cretin. The only exception would be if Ford Parkway was closed due to construction, etc. In that case, traffic would use the driveway on Mississippi River Blvd at the south end of the site.
- Trucks would use Ford Parkway to get to a truck route – either east on Ford to Snelling or west on Ford and across the bridge to Minneapolis.

8. *The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any*

drainage problems in the area of the development.

The site plan is consistent with this finding.

The site plan will improve the current stormwater drainage. The site is currently almost entirely paved. The site plan calls for covering the site with soil and groundcover which will slow the rate of stormwater run off. Stormwater infiltration ponds will be created and these will allow stormwater to infiltrate into the ground instead of going into the sewer system.

Sanitary sewers that are no longer needed will be abandoned, capped and cut of at the property line.

Public Works Sewers Engineering staff has reviewed the site plan and approved it for sewers and stormwater drainage subject to a few minor technical revisions.

9. *Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*

The site plan is consistent with this finding.

- All disturbed areas on the site will be seeded with MnDOT low-maintenance seed mixes to establish ground cover. Five different will be used, depending on the specific site conditions (dry, pond etc)
- The site will be enclosed by a fence to secure the site. A fabric screen will be attached to the fence. The west wall of the Main Assembly Building will be left up as long as possible to act as a screen along Mississippi River Boulevard.
- Workers will park on a portion of the existing paved area at the north end of the site.

10. *Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*

The site plan is consistent with this finding. The demolition site will meet applicable standards for accessibility. Public sidewalks and rights-of-way around the site will be maintained to provide a continuous route for pedestrians, including the disabled and bicyclists.

11. *Provision for erosion and sediment control as specified in the Minnesota Pollution Control Agency's "Manual for Protecting Water Quality in Urban Areas."*

The site plan is consistent with this finding. The site plan includes a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP calls for:

- Temporary stormwater quality measures, including silt fence, inlet protection, dust control, a rock construction entrance and a truck wheel washing facility. Two temporary sediment ponds will be constructed to minimize sediment leaving the site during construction. Disturbed areas will be stabilized if they are inactive for more than 14 days.
- Permanent stormwater management system, including grassed swales, one wet stormwater pond and two dry ponds that will discharge to the existing storm sewer systems and ultimately to the Mississippi River. The plan identifies a person who will be responsible for the long term operation.

The plan requires a permit from the Capitol Region Watershed District and must meet their standards for temporary and permanent stormwater management measures. Capitol Region's board will be acting on Ford's application to them on December 19.

J. STAFF RECOMMENDATION:

Based on the findings above, staff recommends approval of the site plan for the demolition of the Ford Motor plant and site restoration at 966 Mississippi River Blvd S. subject to the following conditions:

1. *Concrete crushing* Before any on-site concrete crushing begins, Ford Motor must obtain a Case Specific Beneficial Use Determination from the MPCA and temporary sediment basins must be in place and functional.
2. *Traffic* Truck traffic generated by the demolition and restoration work must use designated Truck Routes and be handled as specified in the Traffic Impact Study submitted by Ford Motor. This study assumes that concrete crushing will occur on-site. If Ford does not receive approval for on-site crushing, a new Traffic Impact Study must be submitted and approved by Public Works Traffic Engineering before permits are issued for the work shown on the approved site plan.

Traffic for the project will use the entrance at Ford Parkway and Cretin Avenue unless events such as street construction make this impossible. In the event the Ford Parkway access cannot be used, traffic will use the existing entrance on Mississippi River Blvd located at the southwest corner of the site and travel north to Ford Parkway.

3. *Repair streets* Ford will be responsible for repairing any damage to Ford Parkway and adjacent streets, sidewalks, curbs and driveways caused by trucks or equipment from the demolition and restoration.
4. *Fence* The site must be enclosed with existing or new fence and a visual screen as shown on the approved site plan until site restoration is completed. A "Certificate of Liability Insurance" is required for installing barbed wire on the fence.
5. *Signs* Signs or other graphics (including any on the visual screen) must comply with City sign regulations. A separate review and permit is required for any signs.
6. *Ground cover* Ground cover and any other landscaping must be established as shown on the approved site plan and maintained in good condition per Section 63.115.c.
7. *Approvals by other agencies* Ford must obtain approvals for the demolition and restoration from all other agencies having jurisdiction, including but not limited to the Capitol Region Watershed District and the Minnesota Pollution Control Agency. Work must be performed as specified in these approvals.
8. *Inspection and reports* Ford Motor must maintain a record on site of all inspections for viewing by City inspectors. An electronic version of the inspection record must be submitted to City staff on a weekly basis.

Ford must also submit to the City a written monthly summary on the progress of work and of site conditions, including erosion and sediment control measures. This summary must be prepared by a certified environmental professional.

9. *Project contact person* Ford must designate and maintain throughout the term of the project a site representative to field questions and complaints from the public and must make this person's name and contact information available to the city and the public before permits are issued for the work shown on the approved site plan. The City will similarly designate a contact person. Both contacts will be identified on the city's web site on the "Ford Demolition" page.
10. *Parking Lot Removal* The 37 acres of paved parking areas on the north side of the site shall be removed by the current or future property owner within five (5) years from issuance of this Master Site Plan, unless extenuating circumstances, such as Acts of God, force majeure, or approvals by

other government agencies, are deemed by the Zoning Administrator to justify a delay in their removal. Removal of the parking lots will be conducted under application and approval for a site plan specific to that work.

11. *Security Agreement* Ford Motor must provide the City with a Security Agreement to ensure that site work shown on the approved site plan is completed. The Security Agreement must be submitted before permits will be issued for work included in Phases 1-3. The amount of the bond will initially be \$7.5 million. Once work covered by Phases 1 and 2 has been completed and inspected/approved by the City, the amount of the Security Agreement will be reduced to \$5 million. Once work covered by Phase 3 has been completed and inspected/approved by the City, the amount of the Security Agreement will be released.

ATTACHMENTS

(The complete submittal package is too large to include in the Zoning Committee packet. It can be viewed on line at <http://www.stpaul.gov/index.aspx?NID=5066>. The files are large and take some time to download.)

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INTRODUCTION

Ford Motor Company's Twin Cities Assembly Plant is located on two (2) parcels of property in the City of St. Paul. The Main Assembly Building and Paint Building are located on a parcel of approximately 122 acres on the bluff above the Mississippi River Gorge. Support facilities, consisting of the Steam Plant and Waste Water Treatment Facility, are located on approximately 24 acres along the Mississippi River. The specific focus of this application is the parcel on the bluff above the Mississippi River Gorge.

Construction of the original Manufacturing/Assembly Plant and Steam Plant was completed in 1924 and production of vehicles (Model T car and Model TT pick-up) began in 1925. The original plant consisted of approximately 859,000 square feet (SF) of floor area that included facilities to weld vehicle body components, paint vehicle bodies, manufacture windshield and door glass, and complete final assembly of the vehicles. During the decades of the 1960's, 1970's and 1980's additions to the original plant and new facilities adjacent to the original plant increased the total floor space from its original configuration to its essential current configuration. In 1998 the Training Center was completed for the last addition. This building area is designated the Main Assembly Building.

During the 1980's construction of a new Paint Building and Ancillary Structures was completed adding new facilities for painting vehicle bodies. When the new Paint Building and ancillary facilities were placed in operation, the existing paint facilities located in the Main Assembly Building were removed providing additional floor space for the welding of body components and final assembly of the vehicles.

In 2007 Ford Motor Company announced that manufacturing and assembly of the Ranger pick-up would be discontinued, the Twin Cities Assembly Plant would be closed, buildings would be demolished and the property would be sold for new development. The date for discontinuing Ranger production was extended several times. The last Ranger pick-up to be produced at the Twin Cities Assembly Plant drove off the assembly line on December 16, 2011.

This submittal addresses the demolition focus area (for Phase 1) and provides the required information identified by the City of Saint Paul submittal requirements for site plan review for large site demolition.

DISPOSITION PLAN DEVELOPMENT

Subsequent to announcing closure of the Twin Cities Assembly Plant, Ford formed an internal Steering Committee to develop a plan for the disposition of the Plant and property. The Disposition Plan consisted of four (4) major phases, which are as follows:

- Removal of Plant Equipment for transfer to other Ford facilities and asset sales to outside buyers;
- Environmental Assessment of the Site;
- Environmental Decommissioning and Demolition of the Structures and Restoration of the Site; and,
- Marketing of the property to prospective Developers.

The timeline for these various phases is reflected on the Redevelopment Timeline in Section III.

This Disposition Plan is focused only on the approximately 122 acres of property on the bluff above the Mississippi River Gorge. As reflected on Figure 1, *Overall Property Plan*, in Section II, this area is bounded on the north by Ford Parkway, on the east by adjacent parcels and Cleveland Avenue, on the south by a rail yard and South Mississippi River Boulevard and to the west by South Mississippi River Boulevard. Figure 2, *Complete Demolition*, in Section II, presents the focus area.

The Environmental Decommissioning and Demolition of Structures Site Restoration has been further divided into three (3) Phases.

- Phase 1 - Environmental decommissioning within the structures and demolition of structures to the top of the building floor slabs. Development of the scope of work of this Phase has been completed, proposals have been solicited and received from Contractors invited to bid and the successful bidder has been selected. A Subcontract has been issued to Independence Excavating, Inc. for this Phase.
- Phase 2 - Environmental decommissioning within basements and tunnels below the floor slabs, demolition of floor slabs, demolition of building foundations, utility lines, conveyor trenches, equipment pits and basements to a depth 6' below floor slab elevation and demolition or in-place abandonment of utility lines, equipment pits, basements and tunnels 6' or more below floor slab elevation. The scope of work for this phase has been developed and is presented within this supplemental site plan submittal. A contractor solicitation for this effort will be issued to selected vendors in 2013, after receipt of site plan approval.
- Phase 3 - Site restoration including grading, topsoil, and establishment of landscape vegetation. The scope of work for this phase has been developed and is presented within this supplemental site plan submittal. A contractor solicitation for this effort will be issued to selected vendors in 2013, after receipt of site plan approval.
- Selected Parking Lot Areas (Future Work) - Existing pavement areas north of the Main Assembly Building and east of the Paint Building will remain in place during Phase 1 through Phase 3. These areas are anticipated to benefit redevelopment potential for the site. These areas, including the associated subsurface drainage infrastructure, would be conveyed to a new owner with the pavement and below grade utilities being removed, reconfigured or rebuilt as appropriate to support redevelopment. In the event the site is not conveyed to a new owner for redevelopment, Ford commits to complete removal of these parking lot areas within five years from the date of Master Site Plan (MSP) approval.

The MSP September 11, 2012, submittal and this supplement address in detail the scope of work for Phase 1, Phase 2 and Phase 3.

PHASE 1 SCOPE OF WORK

The Twin Cities Assembly Plant consists of two (2) major buildings - Main Assembly Building (Body Weld and Final Assembly) and Paint Building - each with associated ancillary structures. The area occupied by the Paint Building and its ancillary structures totals approximately 372,000 SF. The area occupied by the Main Assembly Building and its ancillary structures totals approximately 1,495,000 SF. Figure 3, *Phase 1 Demolition Activity Area Plan*, in Section II, presents the demolition activity area and building demolition square footage. Figure 4, *Phase 1 Building Demolition*, in Section II, reflects the buildings to be demolished as part of the Phase 1.

The general sequence in which the tasks for Phase 1 Environmental Decommissioning and Demolition will progress is the Paint Building and its associated ancillary structures will be completed first as Stage 1. This will be followed by the Main Assembly Building and its associated ancillary structures as Stage 2. Figure 5, *Phase 1 General Sequence of Demolition*, in Section II, reflects this sequencing. Tasks at the Paint Building will essentially follow a north to south path and tasks at the Main Assembly Building will essentially follow a south to north path. At the Main Assembly Building the outer most two (2) bays along South Mississippi River Boulevard will be the last portion of the Main Assembly Building to be demolished. Prior to the start of this sequence of demolition work at the Main Assembly Building, a security fence will be erected along Mississippi River Blvd. along the west elevation from the entrance at the south to the entrance at the north.

To support understanding of the sequencing, *Demolition Sequence Phasing Plans* are included in Section V.

The timing of Phase 1 is shown on the Redevelopment Timeline in Section III. The tasks to be performed in each of the major areas of work are detailed below.

- Environmental decommissioning of regulated materials. This includes the removal, handling, characterization, transportation and disposal of any and all regulated materials present in the structures. This includes, but is not limited to, materials such as asbestos containing materials, oil-containing electrical equipment (PCB and non-PCB), lighting fixture lamps, ballasts and capacitors, equipment oils (PCB and non-PCB), residuals remaining in piping systems subsequent to draining and flushing those piping systems, residuals remaining in above ground storage tanks (ASTs) and underground storage tanks (USTs) subsequent to draining, wood block flooring, PCB-impacted building materials (eg. window caulk, exterior pre-cast panel vertical expansion joint compound, floor slab expansion joint compound, roofing materials, etc.) and other regulated waste streams that cannot be included with demolition debris or construction debris.
- Cleaning and removal of impacted accumulations from interior surfaces. Surfaces to be cleaned include, but are not limited to, walls, floors, piping, building structural framing, equipment, pits and trenches. Types of environmental impact may include oil and grease accumulations, paint system residues, loose paint accumulations, wax adhesives, grease or other materials that would impact resulting demolition debris. Concrete surfaces with oily accumulations shall be cleaned until there is no further sign of free-flowing oil emanating from the surface or until it is determined, by the Environmental Engineer, that surface cleaning will not sufficiently decontaminate the concrete matrix. All wash waters from cleaning, oily waters or other liquids contained in pits, vaults, sumps, etc. will be disposed at an off-site licensed facility or treated by Subcontractor furnished treatment equipment prior to discharge to the onsite sewer system. The Environmental Engineer will sample and characterize the waste water to determine the appropriate disposition.

All environmental decommissioning of regulated materials and cleaning shall be monitored by the Environmental Engineer. The Environmental Engineer shall characterize the waste streams to determine the type of facility where these waste streams can be disposed. Waste streams can only be disposed at those Waste Management Suppliers (WMS) disposal facilities that have been approved by Ford Motor Company and have a Master Service Agreement (MSA).

- Demolition of structures. The building structures will be demolished to the top of the concrete floor slabs. Prior to the start of demolition of a building, the utilities - natural gas and water - will be shut down and the supply piping will be drained, cut and capped. Natural gas piping will be evacuated to remove gaseous residues prior to removal of the piping. Electrical services to each building will be disconnected at the primary substation, located in a basement of the Main Assembly Building, prior to the start of demolition of a building. Additionally, fire suppression piping within a building will be shut down. Post Indicator Valves (PIVs), on the underground fire loop piping for the building's fire suppression zones, will be closed, the systems drained and the supply piping for the zones will be cut and capped. The underground fire loop piping around all buildings will remain active and charged throughout the demolition process. Demolition debris will be sorted and characterized by composition - ferrous, non-ferrous, wood, masonry, concrete, etc. - and loaded for transportation either to a recycle or disposal facility through a Ford approved WMS.

Several buildings contain equipment pits and trenches. Once the building structure demolition debris has been sorted and removed, equipment within the pits and trenches will be removed and properly disposed. The interior surfaces of the pits and trenches will be cleaned as described in the cleaning task above.

- Erosion and sediment control. Erosion and sediment control for Phase 1 is reflected on Sheets 44 through 51 and the Storm Water Pollution Prevention Plan (SWPPP) is reflected on Sheets 42 and 43 of the 2012 Demolition Drawings included in Section VII of the September 11, 2012 submittal.

There will be no disturbed soil areas in Phase 1. Off-site discharge points will be monitored by a certified erosion control supervisor who will be responsible for overseeing implementation of the SWPPP. The inspections and maintenance plan for the construction site and erosion prevention and sediment control BMPs is contained within the SWPP and will ensure effective performance.

As identified above, all regulated materials will be addressed in the pre-demolition abatement effort as part of Phase 1, prior to building demolition. For the construction/demolition effort, pollution prevention management, dust control and related efforts are contained within the SWPPP.

A Hydrocad calculation for the existing and proposed rate of storm water discharge from the site is provided under separate cover. A Summary of Stormwater Water Quality is included as an attachment to this text.

- Phase 1 restoration of the site following building demolition. All utility network openings within the main floor slab areas will be capped. Underground sanitary piping exiting the buildings will be cut and capped outside of the building footprint. Below ground structures and piping for sanitary systems, storm water systems, and industrial sewer systems will be cleaned to remove all accumulations, including handling, transportation and disposal of residual solids. This process will also be monitored by the Environmental Engineer. Once cleaning has been completed, all structures and piping will be video inspected to document where integrity issues, if any, are potentially present.

For protective purposes, a protective access barrier system will be installed around all pits and trenches once demolition has been completed. Finally, all concrete floor slabs will be broom swept and extraneous trash removed.

There are four (4) known USTs on the site. Removal of these USTs is included in the scope of work of Phase 1. Permits for the removal will be obtained from the Authority Having Jurisdiction (AHJ) and will be performed in accordance with all municipal, state and federal regulations and Ford Motor Company's requirements for removal of USTs.

During Phase 1, ingress and egress from the construction demolition activity area will be thru the gate on Ford Parkway opposite Creton Avenue. Trucks for transporting waste materials to recyclers and disposal Waste Management Suppliers will enter and exit the site through this gate. All construction personnel - supervision and construction trades - will enter and exit the site through this gate. The parking lot area at the northeast corner of the property will be reserved for contractor office trailers and construction trades parking. Figure 6, *Site Logistics Plan*, in Section II, presents an overview of construction logistics. In the situation where events occur that potentially prevent use of the Ford Parkway/Creton Avenue gate the project team will coordinate with the city for alternate access (via South Mississippi River Boulevard).

During Phase 1, the volume of daily truck traffic entering and exiting the Ford Parkway/Creton Avenue gate is anticipated to peak at a maximum of 30 trucks per day when trucks are transporting waste streams off-site to be disposed. This volume of truck traffic is well below the truck traffic that was experienced when the Plant was in production. Truck traffic entering and exiting the property will follow the same trucking routes that were utilized by material delivery trucking during vehicle production. Figure 7, *Designated Truck Routes*, in Section II, reflects planned truck routing via the public road network. During periods when waste is not being transported off-site the truck volume will be even lower. Materials that can be recycled - ferrous

and non-ferrous metals - generated from the structural demolition of the buildings may be transported by rail to the recycle facility.

An independent Traffic Review of Twin Cities Assembly Plant Demolition is included as an attachment to this text.

The existing security fencing around the perimeter of the property is chain link fence, approximately six (6) feet high with three (3) strands of barbed wire along the top rail. The fencing to be installed prior to the start of demolition will be constructed similar to the existing fence. The strands of barbed wire along the top rail of the fence function as a deterrent to prevent unauthorized persons from attempting to enter the property. This is an important aspect for safety during building demolition. The existing fencing and new fencing will have an opaque fabric attached to the support system to function as a noise screen and visibility/dust screen.

A *Rendered Demolition and Site Maintenance PowerPoint* and the *Phase 1 2012 Demolition Plans* were included within the September 11, 2012, application for site plan review. Section IV of this submittal includes photo documentation of structural demolition (Phase 1) activities at a similar Ford Assembly Plant during October 2012.

PHASE 2 SCOPE OF WORK

Figure 8, *General Overview Phase 2 Demolition*, in Section II, presents the Phase 2 overview. The flow of work will essentially follow the same flow as the Phase 1 work - Paint Building area first followed by the Main Assembly Building area. Phase 2 work at the Paint Building area will not start until structural demolition of the Paint Building has been completed and similarly for the Main Assembly Building.

Phase 2 will consist of four (4) stages, as shown on Figure 9, *General Overview Phase 2 and Phase 3 Sequence of Work*, and as reflected on the Redevelopment Timeline in Section III. The first stage, Stage A, will address the former Paint Building and central rail area. Stage B will address the southern end of the former Main Assembly area. Stage C will address the eastern end and Stage D will address the western end of the remaining Main Assembly area. To support understanding of the sequencing, *Demolition Sequence Phasing Plans* are included in Section V.

General tasks to be performed during Phase 2 - Subgrade Removal are detailed below.

- Slab removal. Removal of former building slab-on-grade concrete. A slab is a flat, reinforced or non-reinforced concrete structural member, relatively sizable in length and width, but shallow in depth, in this case referring to the floor of the building. Removal is reflected on Sheets 4 through 11 of the Subsurface Removal and Site Restoration Drawings included in Section VII.
- Pavement removal. Includes removal of concrete and asphalt pavement within the work limits. All rail related elements within the rail area will also be removed, including rails, ties and ballast. Removal is reflected on Sheets 4 through 11 of the Subsurface Removal and Site Restoration Drawings included in Section VII.
- Subgrade demolition to 6 feet. Demolition to a depth of 6 feet below the existing finished floor elevation as listed below. Demolition is reflected on Sheets 12 through 19 of the Subsurface Removal and Site Restoration Drawings included in Section VII.
 - Demolition of building foundations. A foundation is the lowest and supporting layer of a structure. The common shallow foundation at the site consists of spread footings which

consist of strips or pads of concrete that extend below the frost line and transfer the weight from walls and columns to the soil or bedrock.

- Removal and demolition of all pits, trenches, basements and tunnels.
- Removal and demolition of all underground utilities (sanitary, storm, water, process, gas, electric, and communication) located within the work limits.
- Subgrade demolition and abandonment below 6 feet. Demolition and abandonment at depths greater than 6 feet below the existing finished floor elevation as listed below. Demolition is reflected on Sheets 20 through 27 of the Subsurface Removal and Site Restoration Drawings included in Section VII.
 - Removal and demolition of designated underground utilities (storm) located within the work limits that extend below 6 feet.
 - Removal and demolition of pits, basements and tunnels that extend 4 feet or less beyond the 6 feet demolition depth (i.e., up to 10 feet below existing finish floor) and backfilling with engineered fill.
 - Abandonment in place of basements and tunnels that are partially within and extend over 4 feet below the 6 feet demolition depth (i.e. over 10 feet below existing finish floor) and backfilling with engineered fill.
 - Filling of tunnel that is located within the soil overburden and entirely below the 6 feet demolition depth with flowable fill.
 - Permanent bulk heading of former sanitary sewer tunnel at the four access manhole points below the former Main Assembly Building and filling with flowable fill.
 - Abandonment in place of tunnels located within the underlying bedrock. Permanent bulk heading of tunnels at horizontal entry to site. Permanent capping of vertical shaft access points to tunnels. The Subsurface Tunnel Evaluation Report, which includes tunnel inspection records from 2007, is included in Section VI.
- Concrete crushing. Ford may elect to perform concrete crushing and use crushed concrete on-site as engineered fill, subject to approval from MPCA and Ford EQO.

Preliminary estimates indicate that there is approximately 100,000 cubic yards of concrete that will be generated during the demolition of floor slabs, foundations pits, tunnels and basements. Demolished concrete will not be allowed to be removed from the site for recycling and reuse by others. Demolished concrete will either be used for fill on the site or be disposed off-site at an appropriate WMS. Concrete will be tested to determine whether it meets the requirements of the Minnesota Pollution Control Agency (MPCA) for the intended use as engineered fill.

Ford will be submitting a Case-Specific Beneficial Use Determination (CSBUD) application to MPCA. The proposal will be to: (1) utilize demolition concrete from slabs and foundations that has been designated for reuse per CSBUD; (2) convert the demolition concrete into a suitable engineered fill material (similar to MnDOT Modified Class 7(C)); (3) place the engineered fill material as backfill for structures, excavations, pits and similar situations where engineered fill is required; to, (4) protect the site for future redevelopment by having high quality engineered fill material in-place. Site cross-sections and backfill details have been reflected on the Subsurface Removal and Site Restoration Drawings. It is anticipated that roughly 80,000 cubic yards of concrete may be suitable for reuse under a CSBUD.

A Summary of the Concrete Crushing Process is included as an attachment to this text.

- Subgrade soil remediation. MPCA requires that site soils be sampled and tested to determine to what extent, if any, remediation is required due to environmental impacts. Ford EQO is directing environmental assessment studies for preparation of a Remediation Action Plan (RAP),

Construction Contingency Plan (CCP), and Leaksite Closure to be submitted to the MPCA for approval.

Phase 2 demolition efforts will be performed in close coordination with environmental investigation and remediation, if necessary, of any impacted soils. This coordinated work performance is reflected on the Redevelopment Timeline. Investigation and any necessary soil remediation will be performed under the direction of the Ford EQO. Ford EQO will coordinate closely with the MPCA to obtain all necessary approvals. Confirmation of acceptance of completion of environmental activities for each Phase 2 stage will be obtained prior to backfill operations.

- Engineered fill. Backfilling of below grade subsurface excavations from pit, basement, foundation, utility or tunnel demolition efforts will be completed with engineered fill. Engineered fill will be MnDOT Class 5, Class 6 or Class 7 aggregate or similar, compacted to 95% of modified Proctor maximum dry density.
- Erosion and sediment control. Erosion and sediment control is reflected on Sheets 51 through 61 and the Storm Water Pollution Prevention Plan (SWPPP) is reflected on Sheets 49 and 50 of the Subsurface Removal and Site Restoration Drawings included in Section VII.

Phase 2 will include disturbance of more than 10 acres of soil. Temporary sediment basins with controlled outlets will be established prior to slab and pavement removal and associated soil disturbance. The location of these temporary basins are shown on Sheets 10 and 11 of the Subsurface Removal and Site Restoration Drawings included in Section VII. Sequencing for Phase 2 is reflected on the Phase 2 and Phase 3 Construction Sequence drawings in Section V.

Off-site discharge points will be monitored by a certified erosion control supervisor who will be responsible for overseeing implementation of the SWPPP. The inspections and maintenance plan for the construction site and erosion prevention and sediment control BMPs is contained within the SWPP and will ensure effective performance.

All regulated materials will be addressed through pre-demolition abatement as part of Phase 1. For the construction/demolition effort, pollution prevention management, dust control and related efforts are contained within the SWPPP. A wheel wash will be utilized to prevent vehicle track out from the work area.

A Hydrocad calculation for the existing and proposed rate of storm water discharge from the site is provided under separate cover. A Summary of Stormwater Water Quality is included as an attachment to this text.

PHASE 3 SCOPE OF WORK

Phase 3 will be also performed in four (4) stages, as shown on Figure 9, *General Overview Phase 2 and Phase 3 Sequence of Work*, and as reflected on the Redevelopment Timeline in Section III. Phase 3 Stage A efforts will follow completion of Phase 2 Stage A efforts. This same sequential pattern, completion of Phase 2 efforts followed by Phase 3 efforts, will be followed for Stages B through D.

General tasks to be performed during Phase 3 - Site Restoration are detailed below.

- Grading and drainage. Phase 3 will be start with grading after placement of necessary engineered fill as part of Phase 2. Grading may include placement of import fill, if necessary, to achieve design grades. Grading is reflected on Sheets 28 through 35 of the Subsurface Removal and Site

Restoration Drawings included in Section VII. Cross-sections are also provided on Sheets 36 through 48 of the Subsurface Removal and Site Restoration Drawings included in Section VII.

- Landscaping. This includes placement of topsoil, seeding, and vegetation establishment. Landscaping is reflected on Sheets 62 through 70 of the Subsurface Removal and Site Restoration Drawings included in Section VII.
- Erosion and sediment control. Erosion and sediment control is reflected on Sheets 51 through 61 and the Storm Water Pollution Prevention Plan (SWPPP) is reflected on Sheets 49 and 50 of the Subsurface Removal and Site Restoration Drawings included in Section VII.

Phase 3 will incorporate the conversion of the site from the temporary erosion and sediment control effort to the permanent storm water management system. Sequencing for Phase 3 is reflected on the Phase 2 and Phase 3 Construction Sequence drawings in Section V.

Off-site discharge points will continue to be monitored by a certified erosion control supervisor who will be responsible for overseeing implementation of the SWPPP. The inspections and maintenance plan for the construction site and erosion prevention and sediment control BMPs is contained within the SWPP and will ensure effective performance.

For the construction/demolition effort, pollution prevention management, dust control and related efforts are contained within the SWPPP. A wheel wash will be utilized to prevent vehicle track out from the work area.

Phase 3 erosion and sediment control efforts will continue until the permanent storm water management system is in place and final stabilization of the site has been ensured as identified by the SWPPP.

- Attachment 1 - Summary of Stormwater Water Quality Impacts
- Attachment 2 - Traffic Review of Twin Cities Assembly Plant Demolition
- Attachment 3 - Summary of the Concrete Crushing Process
- Attachment 4 - Subsurface Tunnel Evaluation Report

ATTACHMENT 1

SUMMARY OF STORMWATER WATER QUALITY IMPACTS

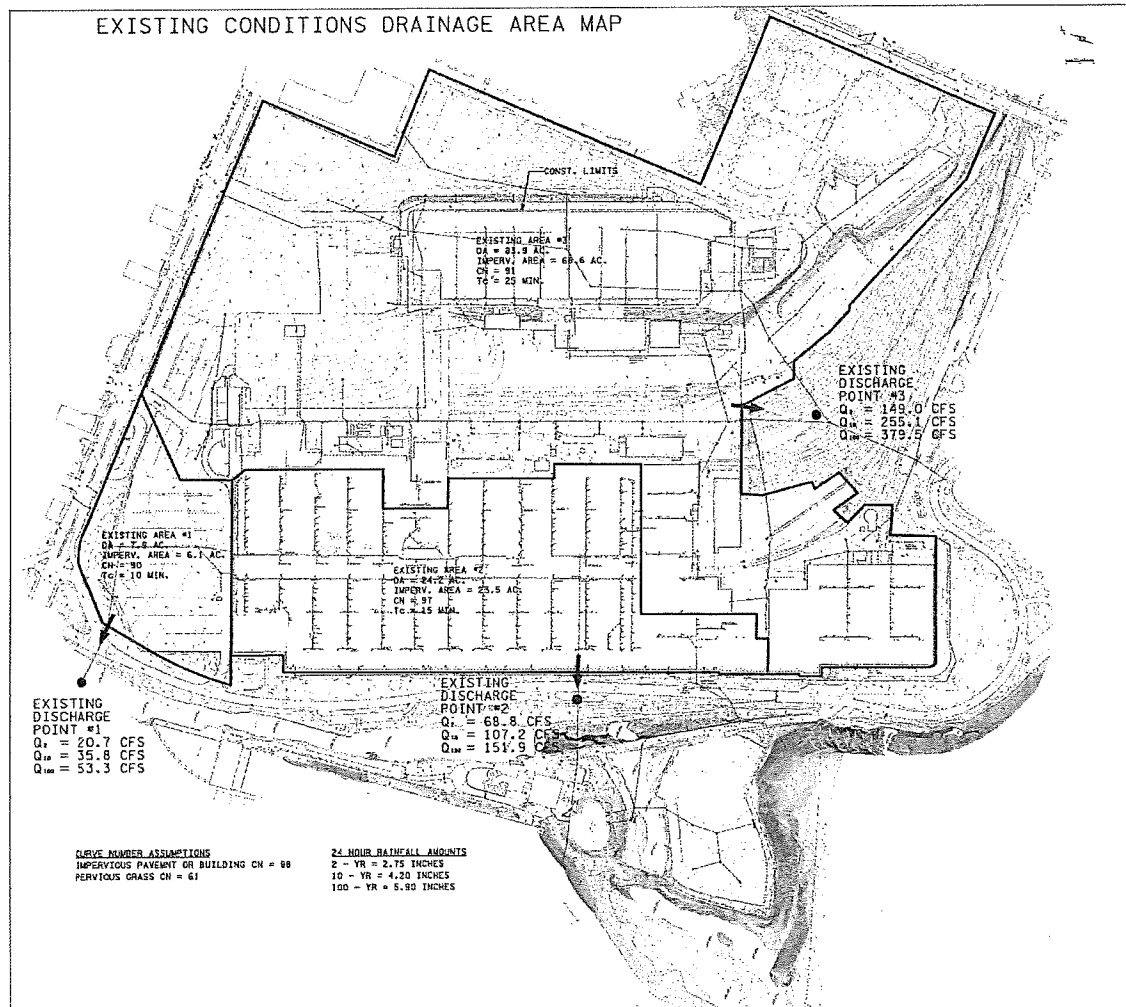
Summary of Stormwater Water Quality Impacts

Existing Stormwater Quality

The Ford site area east of South Mississippi River Boulevard is covered by predominantly impervious cover (concrete pavement, asphalt pavement, walkways, building roofs). Impervious surfaces cover over 85% of the site. Currently, stormwater runoff from the Ford site area east of South Mississippi River Boulevard is conveyed directly to catch basins and roof downspout and then via existing stormwater piping to the three existing site discharge points. These discharge points are listed below. The existing conditions drainage map is reflected on Figure A.

- Discharge Point #1 - at northwest corner - discharge area of 7.9 acres
- Discharge Point #2 - at west central point of site - discharge area of 24.2 acres
- Discharge Point #3 - at south edge of site (Hidden Falls) - discharge area of 83.9 acres

Figure A - Existing Conditions Drainage Area Map



The focus of this effort will be the defined Phase 1, Phase 2 and Phase 3 area. This area covers approximately 67 acres and is covered by nearly 100% impervious surfaces. Impervious surfaces like roads, parking lots and rooftops prevent rain and snowmelt from infiltrating into the ground. The result is rainfall and snowmelt that runs off rapidly in

unnaturally large amounts to catch basins and stormwater inlet points. Storm sewer piping then concentrates runoff and increases its flow rate. Stormwater conveyed through storm piping into storm drains and streams at an excessive volume and/or flow rate can cause erosion, damage vegetation, and impact aquatic habitat.

Increased storm flow across impervious surfaces can be impacted by those surfaces. Generally cited potential impacts to stormwater flowing across impervious surfaces include sediment, oil, grease, chemicals, road salts, heavy metals and thermal impacts.

Also of note for the existing stormwater system is nearby Hidden Falls. Hidden Falls is a natural, spring fed waterfall. The flow to Hidden Falls is augmented by storm water runoff from the site (Discharge Point #3) and surrounding neighborhoods.

Proposed Improvements and Key Objectives

The proposed work includes multiple efforts that will produce notable positive impact to the stormwater quality. The efforts are listed below. In addition, several key objectives were identified to benefit stormwater quality. Key objectives included: (1) achieve runoff volume reduction to further improve water quality; (2) sustainable stormwater management; and (3) maintain consistent, reliable augmentation of flow to Hidden Falls.

- Abatement and cleaning of all regulated materials associated with the former manufacturing facility prior to demolition.
- Investigation and remediation of impacts to the site soils from former operations per MPCA requirements.
- Removal of all impervious surfaces within the work area.
- Removal of building footings, pits and trenches.
- Removal of utilities.
- Creation of a graded, natural pervious surface.
- Seeding of the entire work area with native (natural) seed mixes.
- Implementation of Storm Water Pollution Prevention Plan (SWPPP) throughout the project to provide effective sediment and erosion control and protect stormwater quality.
- Establishment of permanent storm water management system consisting of grassed swales and wet and dry ponds.

Anticipated Improvements to Stormwater Quality

The proposed site improvements will provide significant positive impact to stormwater quantity and quality. Hydrocad calculations for the existing and proposed rate of stormwater discharge from the site show a reduction of approximately 72%. This reduction is achieved through increased infiltration and evapotranspiration that occurs associated with the difference between pervious and impervious cover. Table 1 presented below shows the reduction in potential 100-year stormwater discharge rate for the site as the staged construction occurs.

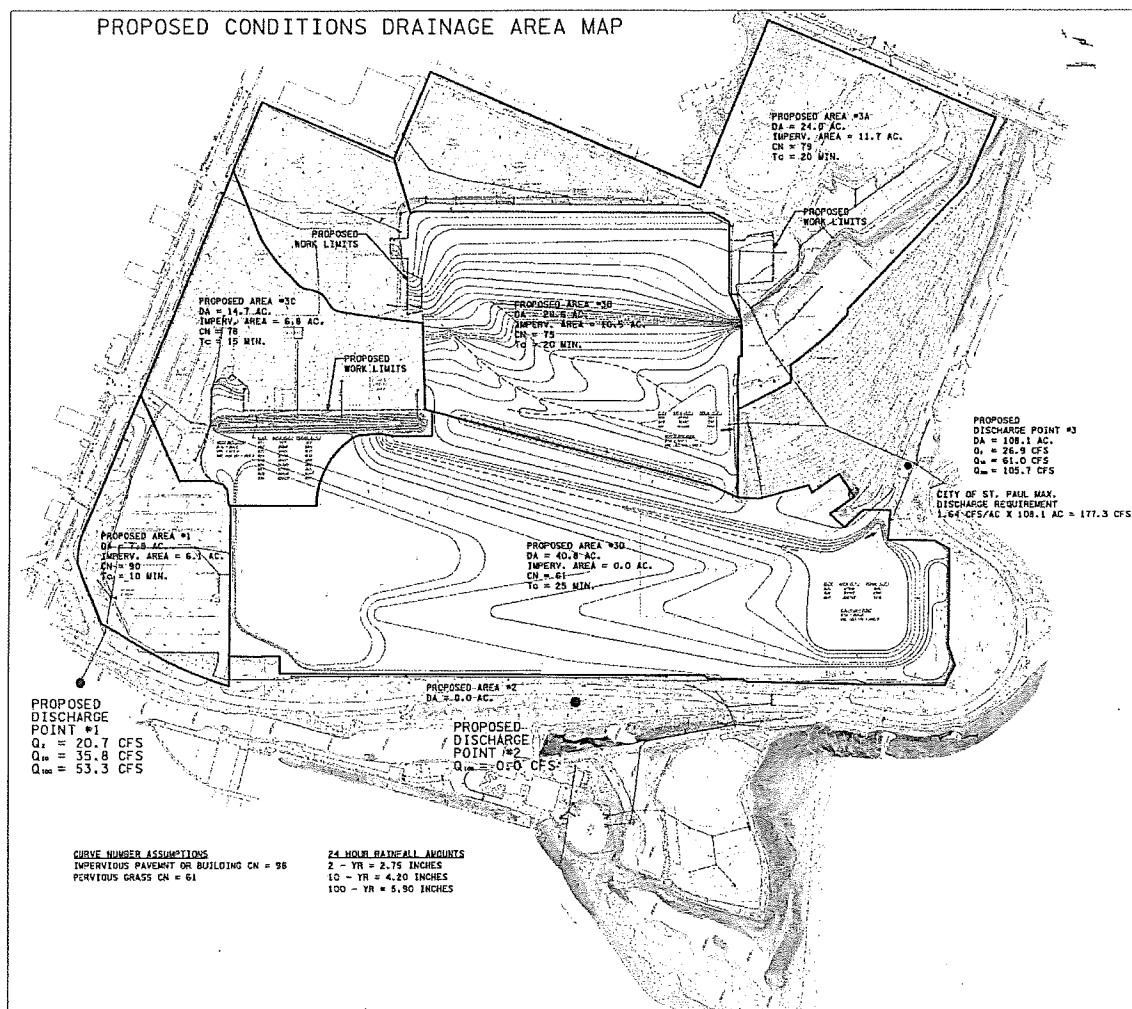
Table 1 - 100-year Stormwater Discharge Rate per Construction Stage

Discharge Point	Existing Q ₁₀₀ (cfs)	Phase 1		Phase 2 and Phase 3				Phase 3 Final Q ₁₀₀ (cfs)
		Stage 1	Stage 2	Stage A	Stage B	Stage C	Stage D	
		Q ₁₀₀ (cfs)	Q ₁₀₀ (cfs)	Q ₁₀₀ (cfs)	Q ₁₀₀ (cfs)	Q ₁₀₀ (cfs)	Q ₁₀₀ (cfs)	
1	53.3	53.3	53.3	53.3	53.3	53.3	53.3	53.3
2	151.9	151.9	151.9	151.9	138.7	47.1	0.0	0.0
3	379.5	379.5	379.5	211.8	97.9	92.4	105.7	105.7
TOTAL	584.7	584.7	584.7	417.0	289.9	192.8	159.0	159.0

This table reflects that flow augmentation to Hidden Falls is maintained. At completion, the 100-year stormwater discharge rate through Discharge Point #3 (Hidden Falls) is 105.7 cubic feet per second (cfs), which equates to over 47,000 gallons per minute (gpm). The 2-year stormwater discharge rate would be 26.9 cfs, which equates to over 12,000 gpm - roughly equivalent to three to four wide open fire hydrants of water flow. The area discharging to Hidden Falls is actually increased from 83.9 acres to 108.1. This is due to the fact that the site grading is configured to convey the former Discharge Point #2 discharge to Hidden Falls to support flow augmentation. The revised discharge point configuration is listed below. The proposed conditions drainage map is reflected on Figure B.

- Discharge Point #1 - at northwest corner - discharge area of 7.9 acres
- Discharge Point #2 - at west central point of site - discharge discontinued
- Discharge Point #3 - at south edge of site (Hidden Falls) - discharge area of 108.1 acres

Figure B - Proposed Conditions Drainage Area Map



Also, the flow to Hidden Falls will be additionally enhanced. First, while the improved stormwater management system will decrease the peak discharge rate through Discharge Point #3 it will also prolong the discharge period due to the wet and dry ponds and longer time for discharge. Second, a significant portion of the stormwater runoff

reduction will be due to increased stormwater infiltration. This increased stormwater infiltration should be anticipated to enhance the natural, spring fed source of the waterfall decreasing the need for augmentation

Stormwater quality will also be enhanced through this effort. Abatement and cleaning of all regulated materials will eliminate these items as a potential source of surface water impact. Similarly, remediation of impacts to the site soils will eliminate impacted site soils as a potential source of surface water impact.

Stormwater quality is also enhanced through the proposed approach, which relies on vegetated natural systems to slow and filter the water and wet and dry ponds for additional sediment removal. Vegetation reduces stormwater runoff volume through increased infiltration, evaporation and evapotranspiration of stormwater, and reduces pollutants in runoff. Readily available general documentation confirms that natural drainage and native vegetation can be expected to remove up to 80% of the suspended solids and heavy metals, and up to 70% of nutrients like phosphorous and nitrogen from stormwater runoff. The proposed vegetated natural systems coupled with increased infiltration and wet and dry ponds provides an effective means to achieve significant water quality improvements and achieve water quality goals.

ATTACHMENT 2

TRAFFIC REVIEW OF TWIN CITIES ASSEMBLY PLANT DEMOLITION



444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com

Memorandum

To:	<u>Tim Walther, MSG</u>	Reference:	<u>Traffic Review of Twin Cities</u>
Copies To:	<u>John Browning, MSG</u>		<u>Assembly Plant Demolition</u>
	<u>Brad Jones, TKDA</u>		<u>Saint Paul, Ramsey County</u>
	<u>Matt Wassman, TKDA</u>		
From:	<u>Bryant Ficek</u>	Project No.:	<u>15149.000</u>
Date:	<u>October 31, 2012</u>	Routing:	

As requested, we have reviewed the traffic impacts of the proposed Phase 1 demolition of the Twin Cities Assembly Plant. This review was prompted by a City of Saint Paul comment requesting more information on the potential traffic and its impacts. This memorandum presents the information determined by and conclusions drawn from our review.

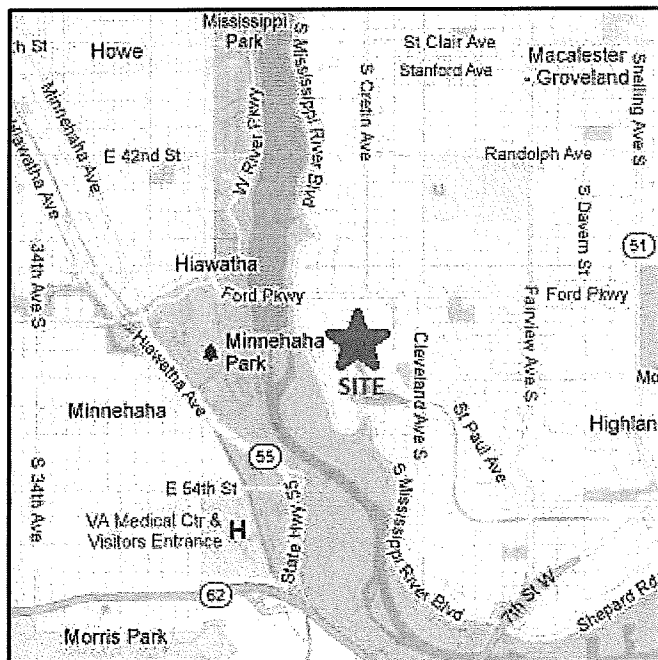
Site Characteristics

The Twin Cities Assembly Plant property is bordered by Ford Parkway (CSAH 42) on the north and South Mississippi River Boulevard on the west. The figure below shows the location of the property and the surrounding roadways in the City of Saint Paul.

Ford Parkway is a Ramsey County four-lane facility with left-turn lanes at intersections. Cretin Avenue is a Saint Paul State Aid facility. The other nearby roads are local Saint Paul facilities. The intersection of Ford Parkway with Cretin Avenue is under traffic signal control.

With the end of vehicle production in December 2011, the property has been slated for building demolition for the eventual sale to a new owner.

Demolition is expected to occur over three phases. Phase 1 will decommission and demolish the two major buildings and their ancillary structures. Phase 2 will remove the subgrade material, such as foundations, and soil remediation will be completed, if necessary. Site restoration is planned for Phase 3, including grading and storm water management.

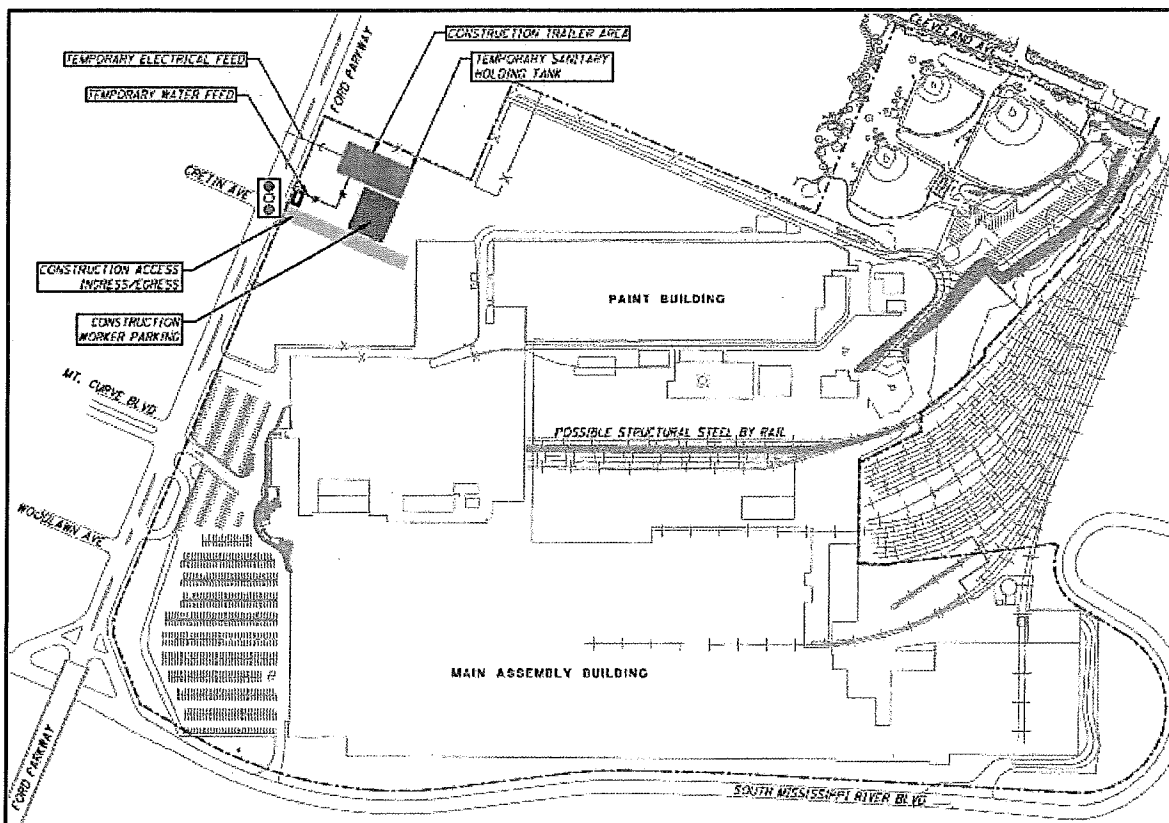


Traffic Review

From 2007 through 2011, during which time the plant was operational, trips were split between four site accesses:

- Ford Parkway at Cretin Avenue
- Ford Parkway at South Mount Curve Boulevard
- Mississippi Boulevard, just south of Ford Parkway
- Mississippi Boulevard, approximately 1/2 mile south of Ford Parkway

For all phases of the demolition, primary access is planned through the signalized intersection of Ford Parkway and Cretin Avenue. This includes workers, suppliers, and trucks used for transporting materials. The figure below shows this primary access point, as well as the planned worker parking area and construction trailer area.



Based on the information we have been provided regarding the demolition activities, the following maximum traffic is expected during the demolition.

Est. Max. Traffic	Administrative	Workers	Deliveries	Security	Haulers	Totals
Passenger Vehicles	18	35	1	6	0	60
Trucks	0	0	3	0	27	30
Totals	18	35	4	6	27	90

As shown, up to 90 vehicles are expected each day. The exact traffic will vary depending upon the phase and the specific activities occurring. Work hours are expected to be from 7 a.m. to 6 p.m., with trucks hauling material between 8 a.m. and 4 p.m.

From 2007 through 2011, when the plant was under full operation, up to 700 passenger cars and 138 trucks accessed the site each day. At the intersection of Ford Parkway and Cretin Avenue, historical use was 200 passenger cars and 18 trucks per day.

Based on a comparison of historical and planned demolition trip generation, the maximum demolition activities are expected to generate less traffic on the surrounding roadways, resulting in less traffic through the primary site access at the Ford Parkway and Cretin Avenue intersection. Therefore, no operational issues arising from the demolition activities are expected at this intersection and no significant impacts are expected on surrounding roadways.

As mentioned in the City's comment, construction or other activities on Ford Parkway could impact access to the site at the Cretin Avenue intersection. In the case of activities on Ford Parkway that would restrict or eliminate the primary access to the site, a secondary site access off South Mississippi River Boulevard would be used. It is important to note that this secondary access is not expected to be needed due to internal construction activities, but only if external activities require its use.

As shown in the table above, the most traffic at this secondary access is expected be 90 vehicles if all access through the primary access needs to shift. Historically, this secondary access was used for trucks only and saw use of up to 138 trucks per day. As with the primary access, the demolition activities are expected to generate less traffic compared with the historical use. As a result, no operational issues are expected at the secondary access if it is needed.

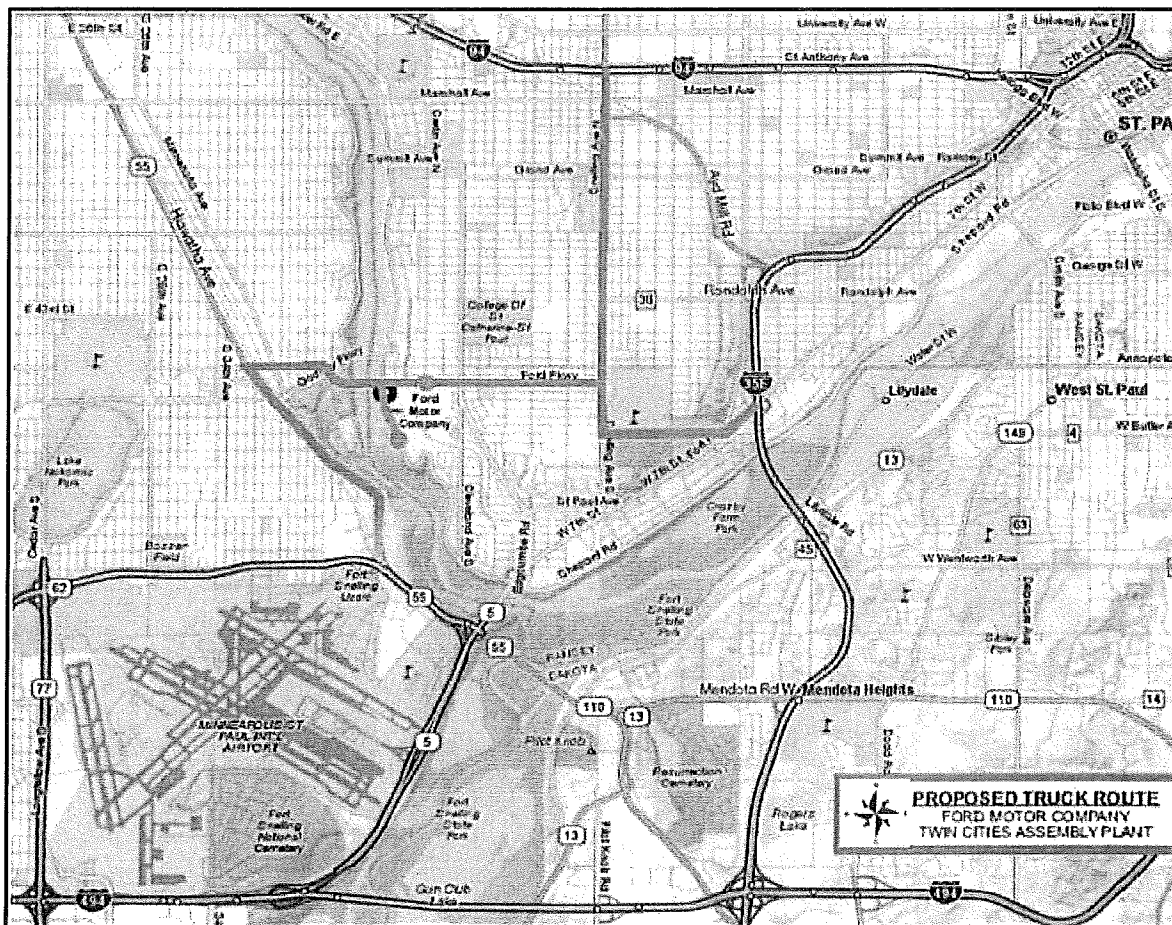
Truck Routes

Trucks hauling materials will use the same primary and secondary access points as indicated above. Three haul routes have been identified that would use County and State facilities to reach the freeways so as to not impact local roadways. The lone exception is a short stretch of South Mississippi River Boulevard, which is a local facility and would be needed if the secondary access is used.

This section of roadway previously had truck traffic from the site. Historical counts indicate that up to 138 trucks per day used this section of South Mississippi River Boulevard. Compared with

the maximum of 30 trucks expected, the demolition activities will have less wear on the roadway than the site's previous activities.

The following figure shows the proposed haul routes using the primary or secondary access locations. Any of these routes can be used to access the freeways. Therefore, any events or roadway improvements along one route can be avoided by using another. Based on the proposed routes, truck traffic is not expected to impact local facilities and should not be impacted by, nor impact, any planned improvements in the area.



Nonmotorized Activity

Security fencing is planned for the perimeter of the site to eliminate potential access by nonauthorized users, including pedestrians. However, pedestrian and bicycle activities are still expected around the site. Currently, bicyclists use Ford Parkway and South Mississippi River Boulevard as travel routes. A sidewalk on Ford Parkway and a trail on South Mississippi River Boulevard are also available for pedestrians and bicyclists.

The primary access at Ford Parkway and Cretin Avenue is controlled by a traffic signal. Like any other intersection, traffic using this access is required to obey the traffic signal operation and be aware of the potential for pedestrians and bicyclists either on the road or in the crossing. Pedestrians crossing (or bicyclists using the pedestrian crossing) at this location would still have their signal phasing and would not be impacted by additional vehicles due to demolition activities.

The secondary access is under stop-sign control for traffic exiting the site. The trail is on the opposite side of the roadway from the access and does not cross the access. There are neither marked crossings of South Mississippi River Boulevard at this location nor a reason to cross this road to the site. The only potential conflict is therefore bicyclists or pedestrians on the road. Similar to most other locations, all drivers should be aware of the possibility of pedestrians or bicyclists and drive accordingly.

No specific issues are expected due to pedestrian or bicycle activities around the site.

Sight Distance

The primary access has an existing security fence composed of chain link with three strands of barbed wire along the top rail. An opaque fabric is expected to be added for both noise and dust control. The fence is located approximately 6 feet behind the existing sidewalk and approximately 26 feet from the intersecting Ford Parkway. Due to these distances from the roadway and sidewalk, this fencing will not impede sight distance to the traffic signal, which controls the intersection, or sight distance along the sidewalk for pedestrians. The fence will also not impede sight distance to the west along Ford Parkway in the event a vehicle is making a right turn on red.

Similar security fencing and fabric is expected to be added to the existing fence along the site in the vicinity of the secondary access. The new fencing will be needed to the north of the access and is expected to attach to the gate that controls the access. Based on the configuration of the access and the expected location of the new fencing, a minimum of 40 feet is expected between South Mississippi River Boulevard and the fencing. Due to this distance, sight distance to approaching vehicles, bicyclists, or pedestrians will not be impacted.

Based on this review, the perimeter security fencing and the noise/dust control fabric is not expected to impact sight distance at either access.

If you have any questions regarding the information contained in this memorandum, please contact me at 651.726.7017.

ATTACHMENT 3

SUMMARY OF THE CONCRETE CRUSHING PROCESS

Summary of the Concrete Crushing Process

Concrete building slabs, foundations, and pavement may be removed from the property in the future. Options for management of the concrete include disposal in a local landfill and reuse on the property to fill voids created during demolition. At the Twin Cities Assembly Plant, upwards of 44 acres of concrete paved areas – or roughly 100,000 cubic yards – is present that will be under consideration for on-site crushing and reuse as fill. This reuse option will promote sustainability and recycling, reduce the potential for nuisances to the community, reduce the amount of materials deposited in local landfills, and reduce costs to all parties.

Description of Process: It is anticipated that a track-mounted mobile concrete crusher will be used with one or more conveyor booms for output positioned near the concrete piles. During removal, concrete slabs and foundation will be broken up into manageable sizes and transported to the crusher system via loaders and stockpiled. The bulk concrete will be in various, non-uniform sizes. Once in the crushing system is in place, bulk concrete will be loaded into the unit's hopper and crushed using a "jaw crusher" to a pre-specified size range and automatically placed on a conveyor for output. If needed, the crushed output then will be conveyed to a secondary mobile conveyor system with multiple booms to create different stockpiles of crushed material. The secondary unit may also utilize screeners to further segregated by size as needed. During this process, metals that may be present (i.e., rebar) will be removed via a magnet positioned on a cross-belt prior to being sent to the stacker unit. Post-crushing stockpiled material will be removed and dispersed for reuse or other disposition.

Photo of typical crusher set-up; actual orientation and set-up will be based on site conditions



Material Designated for Reuse: Concrete designated for crushing and reuse will be determined based on the requirements of the Case-Specific Beneficial Use Determination (CSBUD), expected to be received from the MPCA. Ford will retain a third party environmental professional to inspect the concrete slabs, foundations, and pavement, prior to, and during, removal. Concrete that is not suitable for reuse, due to the requirements of the CSBUD or inspection by the environmental professional, will be transported to a licensed disposal facility rather than crushed for onsite reuse. Additional sampling of concrete, either prior to or after crushing, will be based on the requirements of the CSBUD.

Permits: Required permits for the operation of the crusher system will be obtained prior to mobilization and/or operation.

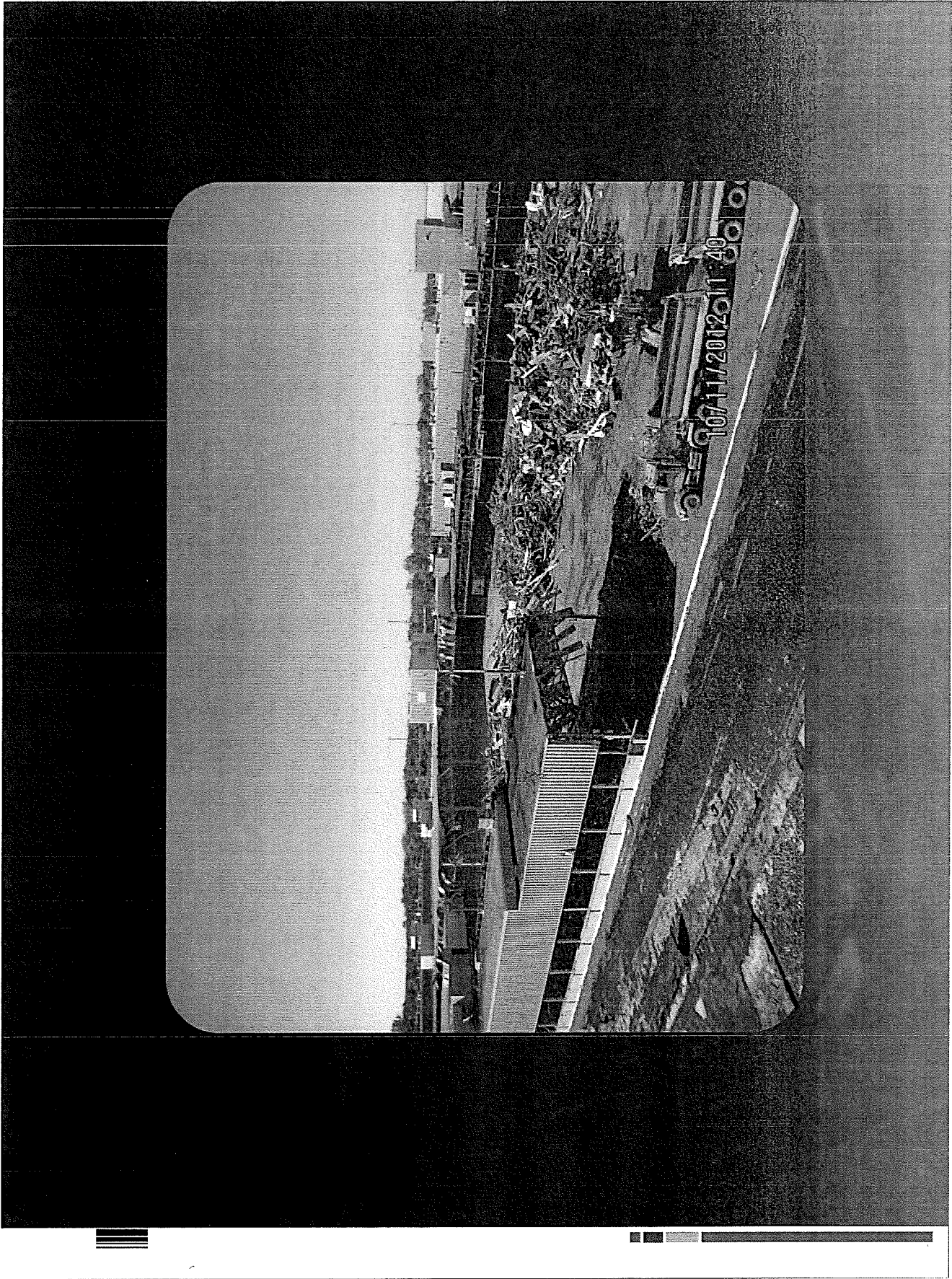
Noise Control: Noise output from operation of the crushing system is primarily from the motors used to run the devices and the diesel-powered equipment used to load and unload concrete, rather than from the crusher itself. Noise levels can vary based on the size of the machine; for a standard mobile crushing unit, decibel levels at distances of roughly 20 feet from the equipment typically range from 80 to 90 db, within the OSHA permissible levels for worker operation. By comparison, typical noise levels for playing a violin and operating a hand drill are 92 and 98 db, respectively (<http://www.gcaudio.com/resources/howtos/loudness.html>). Regardless, if used, the mobile crushing unit will be located to minimize potential noise impacts on neighboring properties.

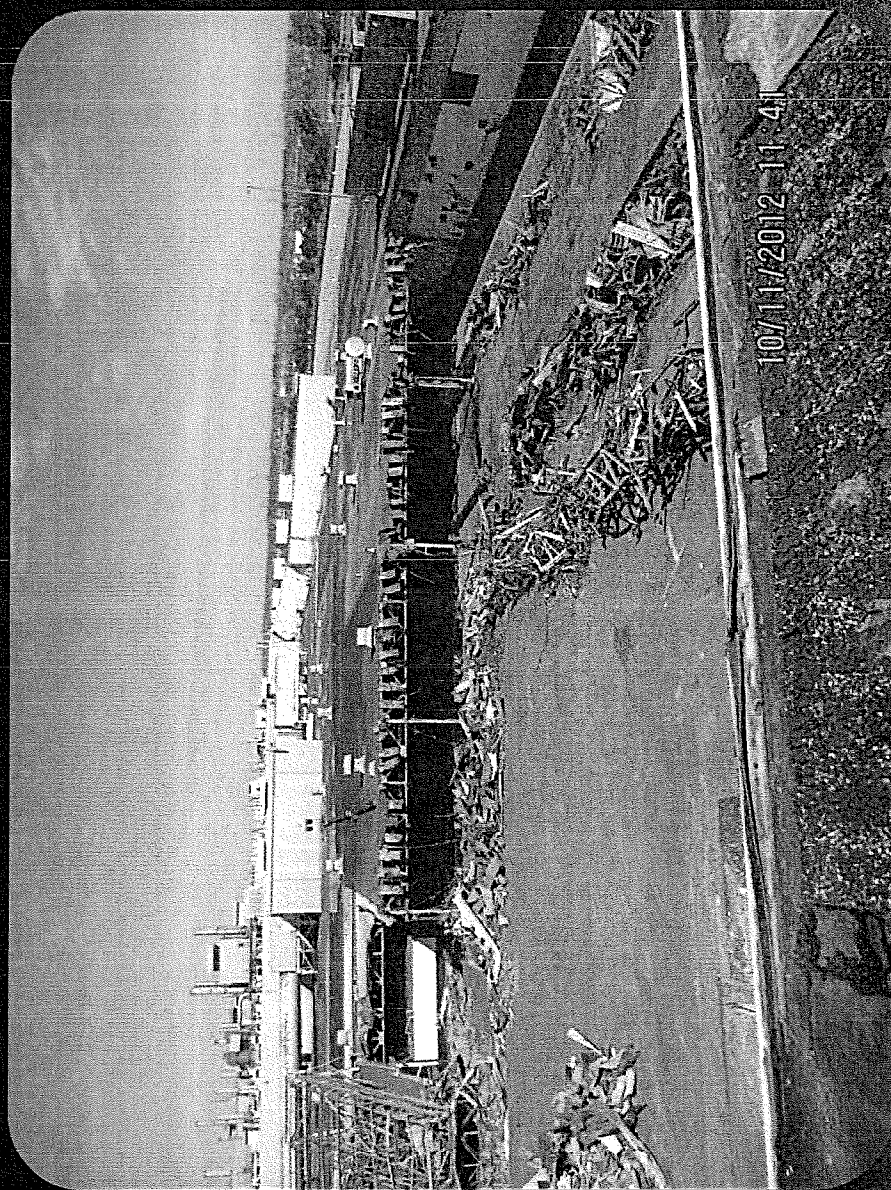
Dust and Emissions Control: Dust from the concrete crushing and handling is confined to the localized area near the operations. Water misting will be used to control dust emissions at the feed and end points of the system. Additional water application will be used as necessary. Water application systems are inspected prior to, and during, operation; crushing does not occur if the dust control systems are not in service. Other emissions relate to normal exhaust from the generators and motors used to power the crushing equipment, and excavators / end-dump loaders for moving concrete to and from the crushing operations.

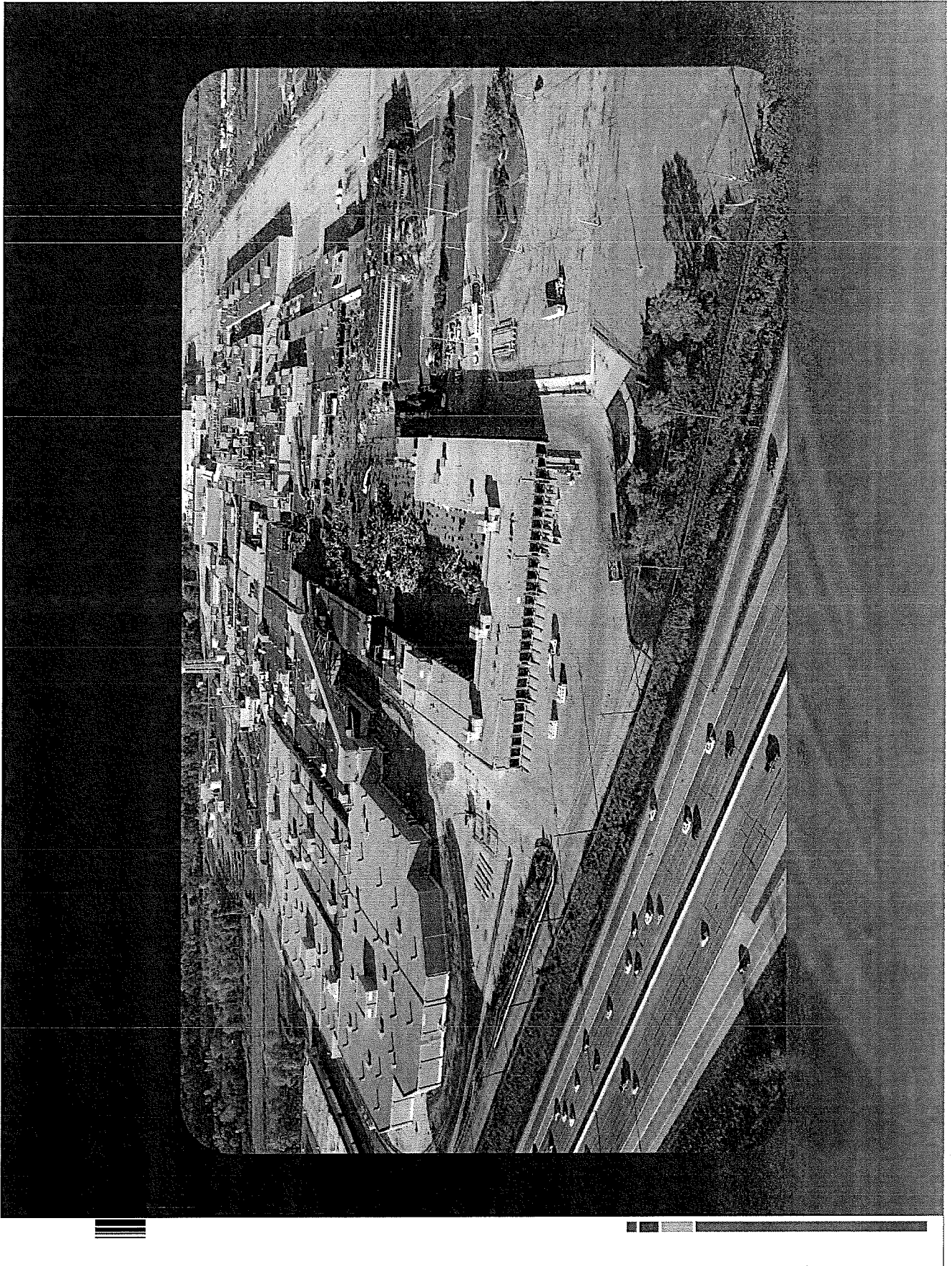
Truck Traffic: Truck traffic will be greatly reduced as a result of not transporting concrete to an off-site landfill. Based on the amount of concrete on the property, about 8,000 truckloads will be avoided, equating to roughly 65 less trucks per day entering and leaving the property, on average, over a six month period.

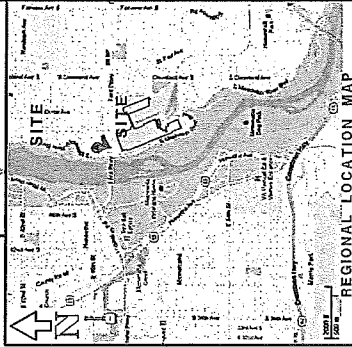
Summary: Crushing and re-use of the roughly 80,000 cubic yards of concrete – enough to spread out over an entire football field and stacked about 40 feet high – is a process that will benefit the upcoming project and the community, with the highlighted themes of recycling, sustainability, and environmental stewardship leading the way.

Task	2012				2013				2014				2015				2016				2017				2018			
	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr
	J	F	M	A	J	F	M	A	J	F	M	A	J	F	M	A	J	F	M	A	J	F	M	A	J	F	M	A
25 Phase 2 and 3 Erosion and Sediment Permit (Capex) Region, MPCA																												
26 Stage A - Slab, Foundation, Utility, Pile, Basements, Tunnels																												
27 Stage A - Concrete Crushing																												
28 Stage A - Pavement, Rail, Ballast, Utility																												
29 Stage A - Sub-slab Inspection and sampling (if necessary)																												
30 Stage A - Engineered Fill																												
31 Stage A - Erosion and Sediment Control																												
32 Stage B - Slab, Foundation, Utility, Pile, Basements, Tunnels																												
33 Stage B - Concrete Crushing																												
34 Stage B - Pavement, Rail, Ballast, Utility																												
35 Stage B - Sub-slab Inspection and sampling (if necessary)																												
36 Stage B - Engineered Fill																												
37 Stage B - Erosion and Sediment Control																												
38 Stage C - Slab, Foundation, Utility, Pile, Basements, Tunnels																												
39 Stage C - Concrete Crushing																												
40 Stage C - Pavement, Utility																												
41 Stage C - Sub-slab Inspection and sampling (if necessary)																												
42 Stage C - Engineered Fill																												
43 Stage C - Erosion and Sediment Control																												
44 Stage D - Slab, Foundation, Utility, Pile, Basements, Tunnels																												
45 Stage D - Concrete Crushing																												
46 Stage D - Pavement, Utility																												
47 Stage D - Sub-slab Inspection and sampling (if necessary)																												
48 Stage D - Engineered Fill																												
49 Stage D - Erosion and Sediment Control																												









PROJECT
TWIN CITIES ASSEMBLY PLANT
SAINT PAUL, MINNESOTA

OVERALL PROPERTY PLAN

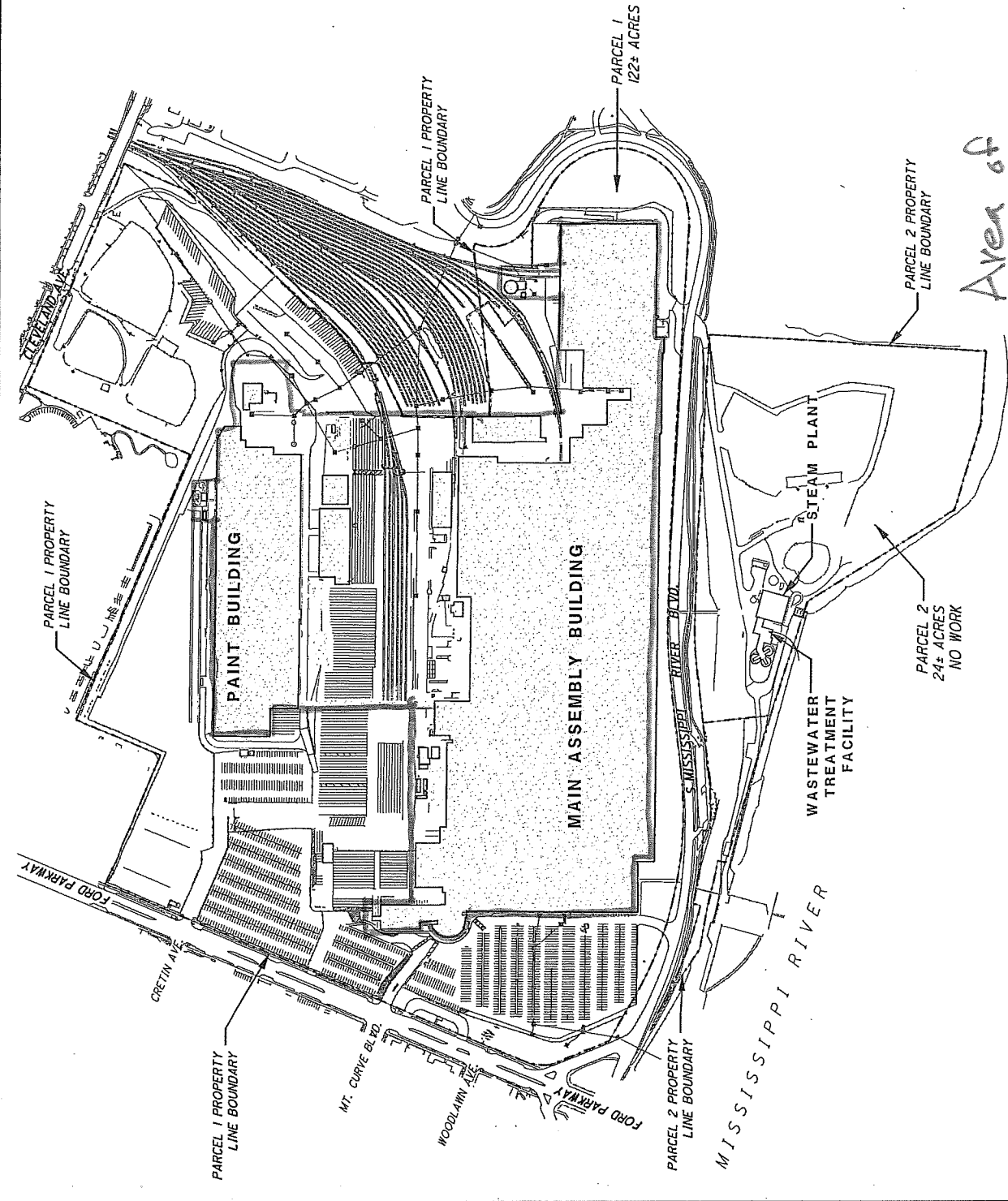
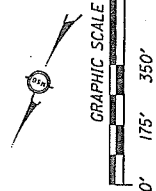
FIGURE 1

LEGEND

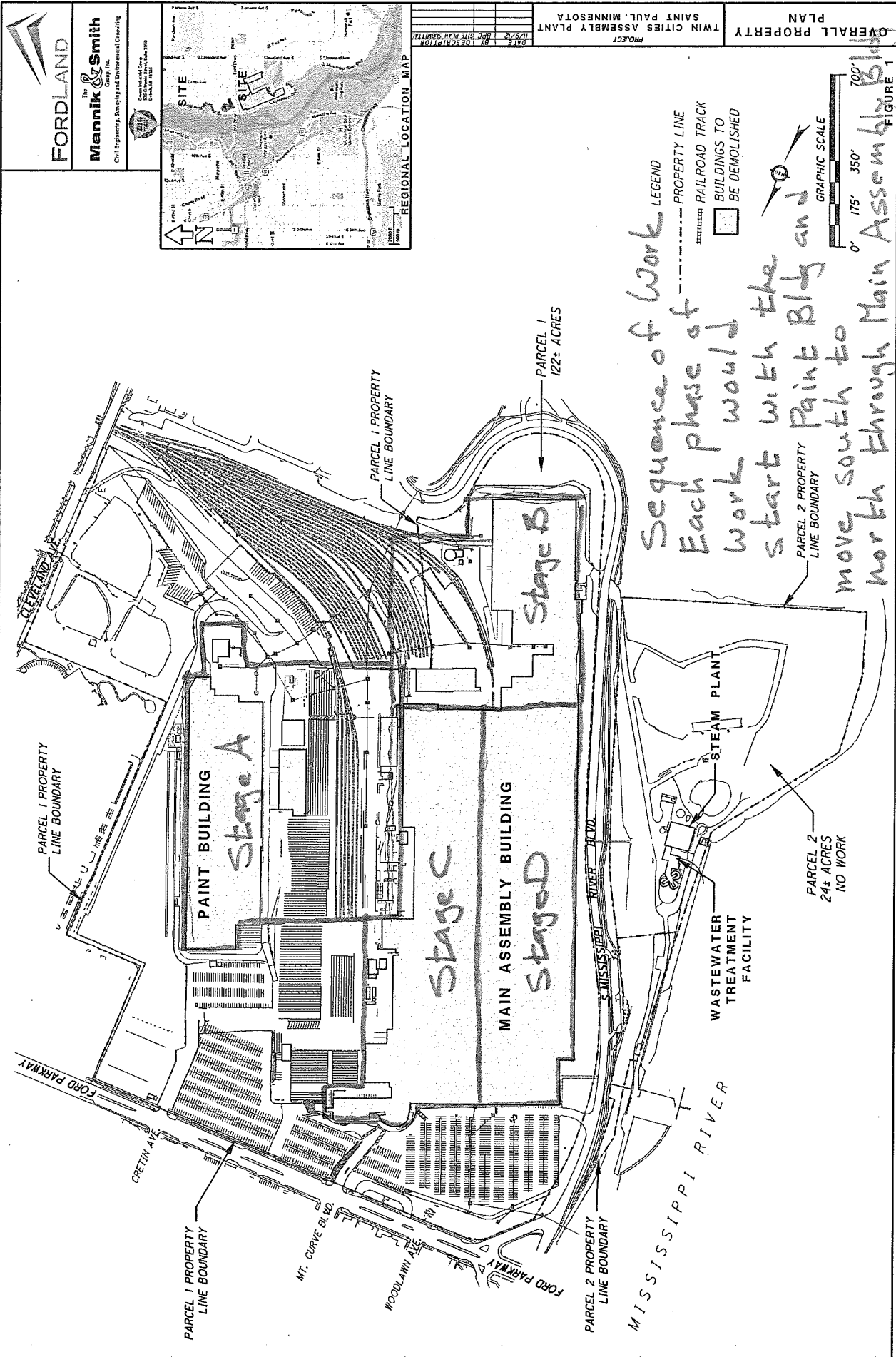
PROPERTY LINE

RAILROAD TRACK

BUILDINGS TO BE DEMOLISHED



Area of Demolition

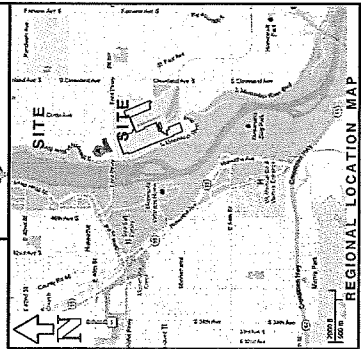


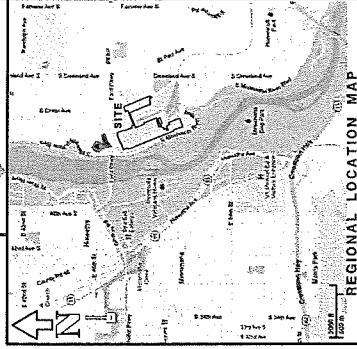
FORDLAND

Mannik & Smith
Civil Engineering, Surveying and Environmental Consulting

2016

Designated City of Saint Paul, MN 55106

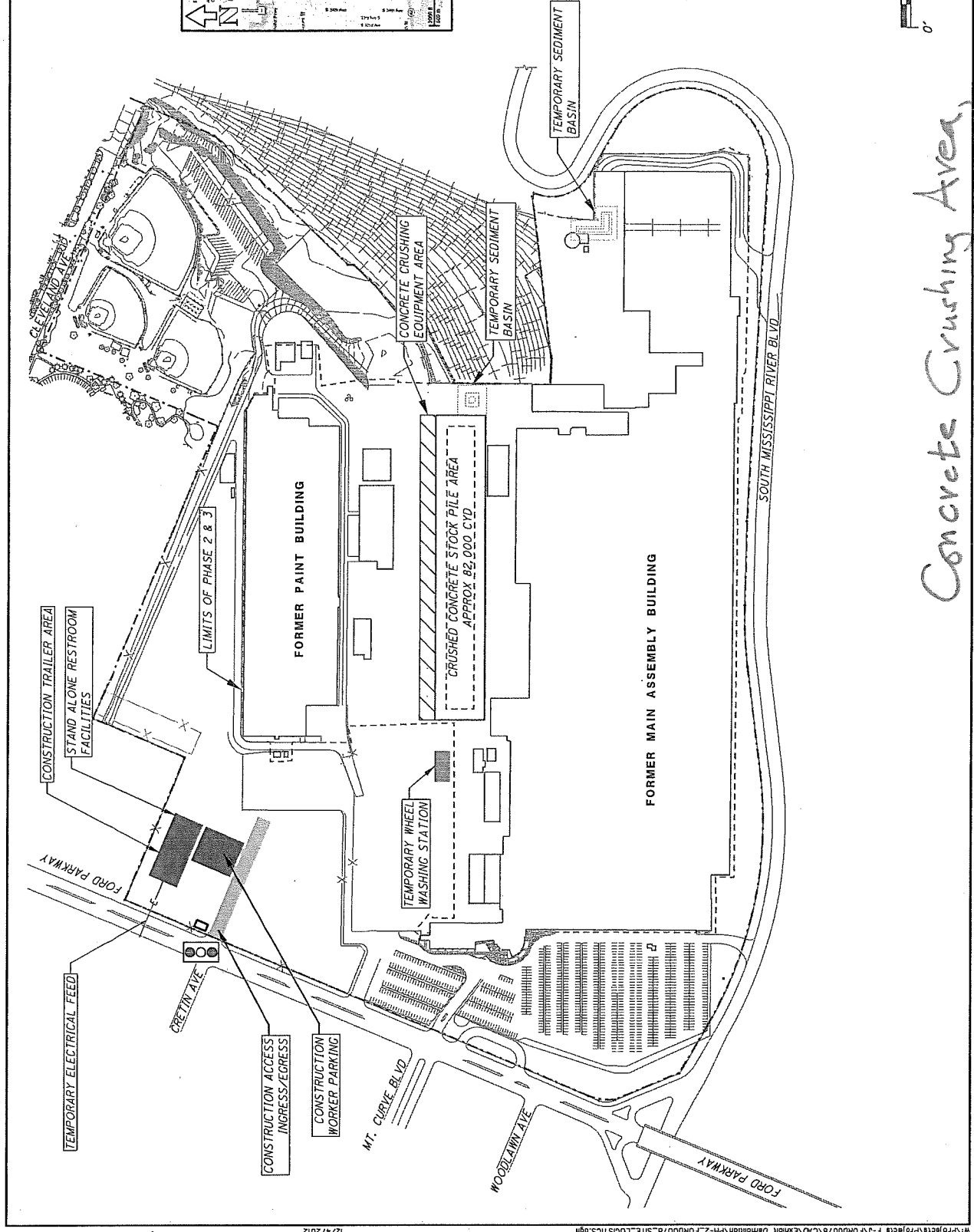
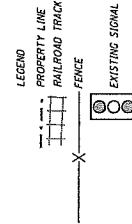





NO.	DESCRIPTION	DATE	BY	CHKD.	APP'D.
1	PRELIMINARY	11/17/12	BPC		
2	FINAL	12/4/12	BPC		

SITE LOGISTICS PLAN

FIGURE 6

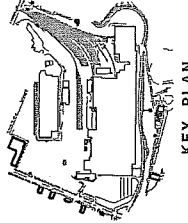


Concrete Crushing Area,
 Site Access.



FORDLAND

The Mannik & Smith Group, Inc.
Civil Engineering, Surveying and Environmental Consulting

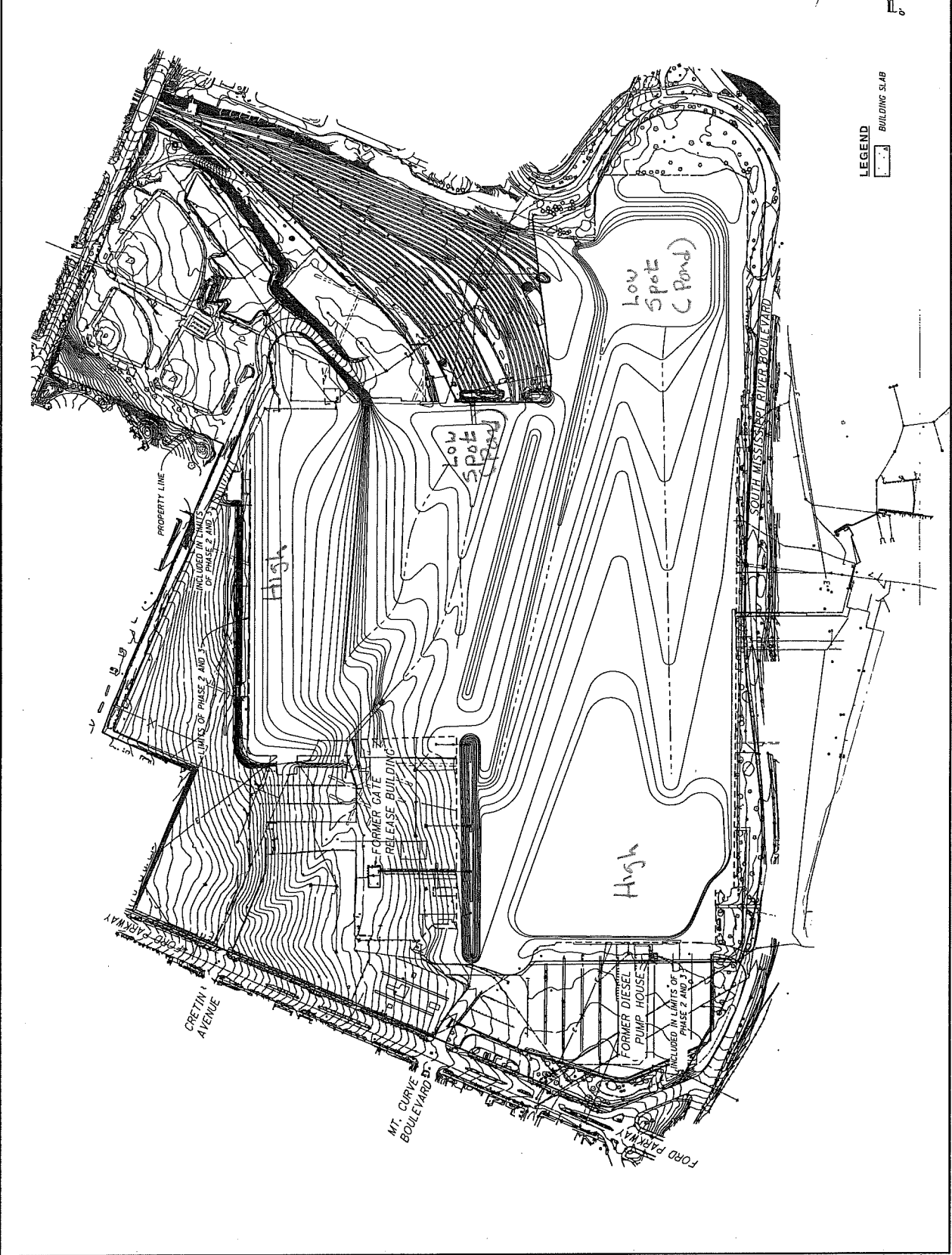


KEY PLAN

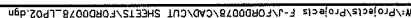
NO.	DATE	BY	DESCRIPTION
1	11/8/12	MLN	SITE PLAN SUBMITTAL

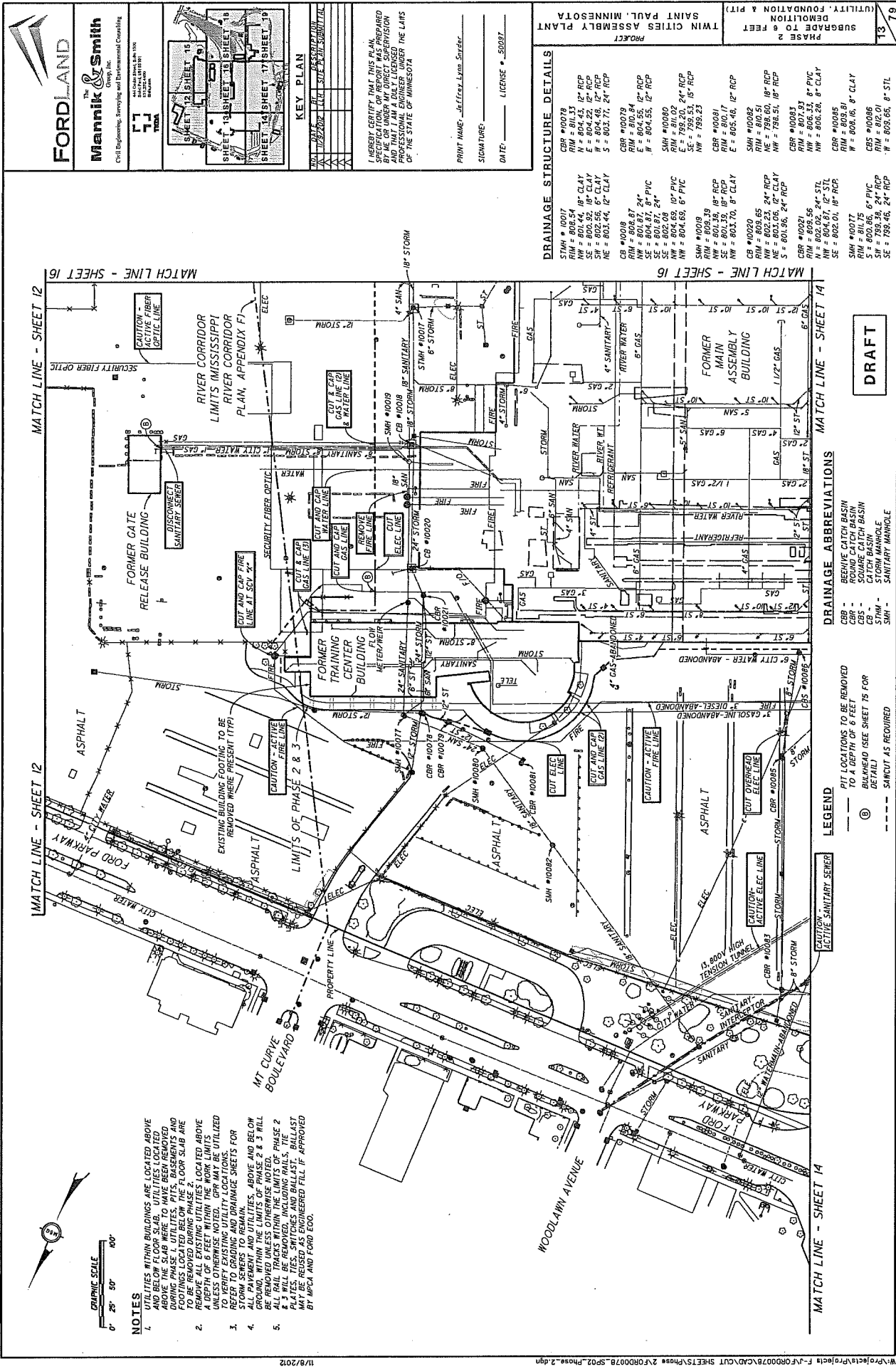
PROJECT
TWIN CITIES ASSEMBLY PLANT
SAINT PAUL, MINNESOTA

PHASE 2 & 3
DEMOLITION SEQUENCING
STAGE D



Final Grading Plan





FORDLAND

Mannik & Smith
Group, Inc.
Civil Engineering, Surveying and Environmental Consulting

MAINTENANCE SHEET 15
SHEET 16
SHEET 17
SHEET 18

KEY PLAN

DATE: 10/8/2012
PROJECT: SAINT PAUL, MINNESOTA
DRAWN BY: JEFFREY L. SMITH
CHECKED BY: JEFFREY L. SMITH
DATE: 10/8/2012

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

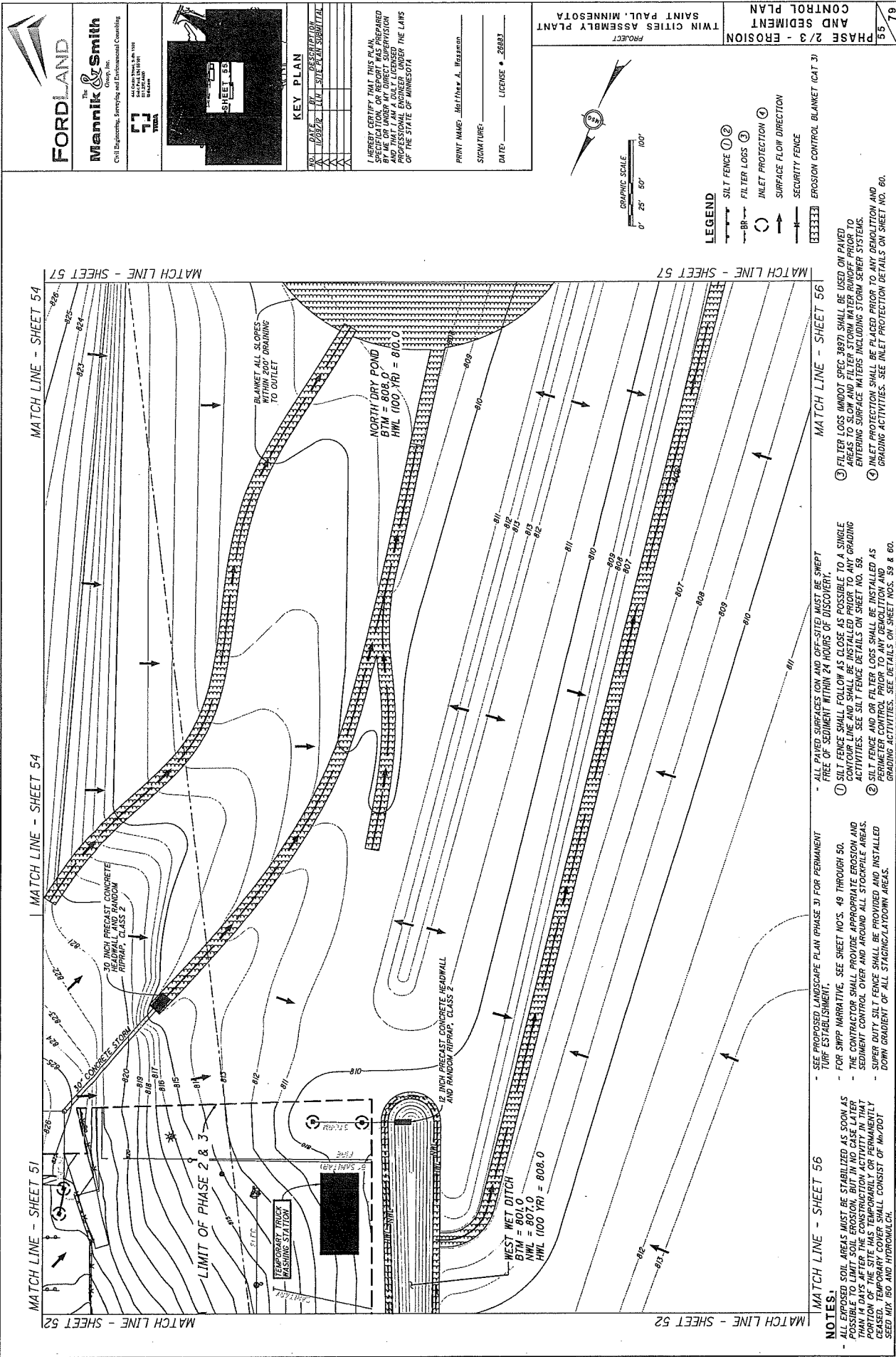
PRINT NAME: Jeffrey L. Smith
SIGNATURE: _____
DATE: 10/8/2012
LICENSE: 50087

**PHASE 2
SUBGRADE TO 6 FEET
DEMOLITION
(UTILITY FOUNDATION & PIT)**

TWIN CITIES ASSEMBLY PLANT

PROJECT

Typical Detailed Plan Sheet
 for Phase 2 (Removal of Slabs, Foundation Utilities)



FORDLAND

Mannik & Smith
Group, Inc.
Civil Engineering, Surveying and Environmental Consulting

ALL DATA FROM 10/1/2012
DRAWN BY: J. MANNIK
CHECKED BY: J. MANNIK
DATE: 10/1/2012

KEY PLAN

NO.	DATE	BY	DESCRIPTION
1	10/1/2012	J. MANNIK	100' SIDE PAVEN SUBMITTAL

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

PRINT NAME: Mannik & Smith
SIGNATURE: _____
DATE: _____ LICENSE # 26883

PROJECT: **TWIN CITIES ASSEMBLY PLANT**
SAINT PAUL, MINNESOTA

PHASE 2/3 - EROSION AND SEDIMENT CONTROL PLAN

55

Typical Detailed Plan Sheet for
Erosion/Sediment Control





CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

DATE: December 21, 2012
TO: Planning Commission
FROM: Zoning Committee
SUBJECT: Results of December 20, 2012 Zoning Committee Hearing

NEW BUSINESS

- | | | <u>Staff</u> | <u>Recommendation</u>
<u>Committee</u> |
|----|--|--------------|---|
| 1. | Wilebski's Blues Saloon (12-216-269)
Establishment of legal nonconforming use as a commercial parking lot | Denial | Approval with conditions
(7 - 0) |
| | Address: 92 California Ave W
SE corner at Camelot St | | |
| | District Comment: District 6 recommended approval | | |
| | Support: 1 person spoke, 2 letters | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval with conditions | | |
| | | <u>Staff</u> | <u>Recommendation</u>
<u>Committee</u> |
| 2. | Mademoiselle Miel LLC (12-216-053)
Rezoning from RM2 Medium Density Multiple Family Residential to T2 Traditional Neighborhood | Approval | Approval
(7 - 0) |
| | Address: 342 Kellogg Blvd W
between Summit and Mulberry | | |
| | District Comment: District 17 recommended approval | | |
| | Support: 0 people spoke, 1 letter | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval | | |

		<u>Recommendation</u>	
		<u>Staff</u>	<u>Committee</u>
3.	Sandy's Professional Dog and Cat Grooming (12-215-800) Change of non-conforming use permit to change condition regarding location of off-street parking for existing dog and cat grooming business Address: 360 Clifton St SE corner at Jefferson District Comment: District 9 made no recommendation Support: 0 people spoke, 0 letters Opposition: 0 people spoke, 0 letters Hearing: Hearing is closed Motion: Approval with conditions	Approval with conditions	Approval with conditions (7 - 0)
		<u>Recommendation</u>	
		<u>Staff</u>	<u>Committee</u>
4.	Ford plant demolition (phase 1, 2 and 3) (12-210-553) Site plan review for the demolition of the Ford Motor Twin Cities Assembly Plant Address: 966 Mississippi River Blvd S District Comment: District 15 recommended approval with conditions Support: 0 people spoke, 1 letter Opposition: 0 people spoke, 2 letters Hearing: Hearing is closed Motion: Approval with conditions	Approval with conditions	Approval with conditions (6 - 0)

city of saint paul
planning commission resolution
file number
date

WHEREAS, Richard Defoe, File # 12-216-269, has applied for an establishment of legal nonconforming use as a commercial parking lot under the provisions of §62.109(b) of the Saint Paul Legislative Code, on property located at 92 California Ave W, Parcel Identification Number (PIN) 192922220010, legally described as Merrills Division Of RiceStre Lots 8 And Lot 9 Blk 4; and

WHEREAS, the Zoning Committee of the Planning Commission, on December 20, 2012, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

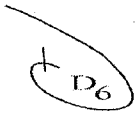
1. The application proposes to establish an existing parking lot as a legal nonconforming use. The parking lot contains 40 spaces according to the application materials.
2. If approved, the parking lot would be used in conjunction with Wilebski's Blues Saloon, 1638 Rice Street, which is located immediately across the alley to the west of the subject site. The saloon formerly contracted for spaces in a parking lot west of Rice Street, but no longer has rights to those spaces and is in need of additional parking capacity in order to meet city regulations.
3. Section 62.109(b) of the zoning code provides that the Planning Commission may grant legal nonconforming use status to allow the use of land without completely enclosed buildings as a parking lot to serve abutting property in OS-B5 Business and IR-I1 industrial districts if the commission makes six findings. The findings and the applicant's ability to meet them are as follows:
 - (1) *The commercial or industrial parking lot has been paved, maintained and used for commercial or industrial parking for at least ten (10) consecutive years prior to the date of the application.* This finding is met. The applicant testifies in the application materials that the site has been used as a parking lot for the adjacent saloon since he purchased the property in 1997. Aerial photographs appear to show that the site has been a parking lot since at least 1985.
 - (2) *The parking lot occupies a legally subdivided parcel that is too small for development and has not been owned by a different adjoining property owner for at least ten (10) years prior to the date of the application.* This finding is met. The parcel has not been owned by a different adjoining property owner in the last 10 years. Though the parcel is large enough to build on by code regulations, it is not practical to develop the lot due to its specific location. Also, the applicant testifies that he has received no offers to buy the property for development.
 - (3) *The parking lot is to serve abutting commercially or industrially zoned property.* This finding is met. The parking lot is to serve the abutting commercial use to the west at 1638 Rice Street.

moved by _____
seconded by _____
in favor _____
against _____

- (4) *The parking lot will not be detrimental to the existing character of development in the immediate neighborhood or endanger the public health, safety, or general welfare.* This finding could be met if the parking lot is properly maintained and free of litter.
- (5) *The parking lot is consistent with the comprehensive plan.* This finding is met. The Comprehensive Plan designates the site as an Established Neighborhood, as shown in the Generalized 2030 Future Land Use Map (Figure LU-B). The Comprehensive Plan states, "Established Neighborhoods are residential areas of predominately single-family housing and adjacent neighborhood-serving commercial uses. These are areas of stability where the existing character will be essentially maintained." The District 6 Plan does not contain any provisions specific to the site or surrounding area.
- (6) *A notarized petition of two-thirds of the property owners within one hundred (100) feet of the property has been submitted stating their support for the parking lot.* This finding is met. Proper notarization was provided on December 17, 2012, at which time the petition was certified as complete. The petition information is as follows: 9 parcels eligible; 6 parcels required; 7 parcels signed.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Richard Defoe for an establishment of legal nonconforming use as a commercial parking lot at 92 California Ave W is hereby approved subject to the following condition:

1. The parking lot shall be paved and striped in order to improve its appearance.



District 6 Planning Council

171 Front Avenue
Saint Paul, MN 55117
651-488-4485 fax: 651-488-0343
district6ed@dist6pc.org

December 6, 2012

Zoning Committee of the Planning Commission
15 West Kellogg BLVD
Saint Paul, MN 55102

RE: Establishment of Nonconforming Use Wilebski's Blues Saloon
92 California Saint Paul, MN 55117
Zoning File #12-216269

District 6 Planning Council's Land Use Task Force met with the applicant and unanimously voted to recommend approval of an establishment of a nonconforming use permit regarding a parking lot located at 92 California which is behind 1638 Rice Street.

The lot is paved has been maintained and used for commercial parking for over ten years. The lot is surrounded by similar uses and the parcel could not have a differing use. Redeveloping this parcel would not fit within the character of the existing neighborhood and surrounding parcels, and furthermore redevelopment would be incongruent with the neighborhood. District is of the opinion that the application and use of the parcel meets the Saint Paul Municipal code that deals with granting a nonconforming use for commercial and industrial parking.

Thank-you for your consideration and if you have questions, please contact the office at the numbers above.

Regards,

Jeff Martens

Jeff Martens
Land Use Chairman

Cc: Ward 5
Kirsten Libby

Langer, Samantha (CI-StPaul)

From: Dennis Homel <dahomel@aol.com>
Sent: Monday, December 17, 2012 2:31 PM
To: Dermody, Bill (CI-StPaul)
Subject: McCarrons Village Apartments response to Wilebski's parking lot zoning hearing

McCarrons Village Apartments (122 apartments) is the adjacent property East of the parking lot requesting the nonconforming use. We would like to offer several recommendations or conditions for approval:

1. McCarrons Village Apartments will be replacing the siding on our buildings along with landscaping of the property in the next 6 months. We hope to improve the appearance of our property and North End St. Paul. The parking lot in question has always been a eyesore as prospective renters and visitors enter McCarrons Village from the West entrance. If possible, we would like to see a few boulevard trees on the North side of the parking lot near the curb. Also, a few trees adjacent to the McCarrons Village fence on the East side of the parking lot would improve the appearance of the parking area.
2. The parking lot seems to always have potholes(some of which is caused by the traffic in the alley), broken bituminous scattered about, broken glass shreds, etc.,. If possible, a new bituminous overlay to eliminate the potholes and improve its appearance should be considered. A professional sweeping of the lot in early Spring and occasionally throughout the years would improve its appearance. Trimming or pulling of weeds on the parking lot side of fence on a regular schedule would be appreciated. There have been many years where our staff at McCarrons Village have hand swept this parking lot of the debris or trimmed the weeds because of its unsightly condition.
3. We have had several instances over the last 10 years of patrons, snowplows, or other vehicles damaging the McCarrons Village fence on East side of the parking lot. We would like repairs to be made of the fence at their costs when it was from use of this parking lot.
4. If the use of the business changes or the patronage parking becomes a problem, the conditional use permit should be at risk. When Club Cancun was in operation McCarrons Village parking lot was constantly used for overflow parking causing our residents and property many problems.

Thank You,
Dennis Homel,
McCarrons Village Apartments, LLC
651-482-1175

city of saint paul
planning commission resolution
file number _____
date _____

WHEREAS, Donna M Sauro, Trustee, and Susan Sauro Kane, Trustee, File # 12-216-053, have applied for a rezoning from RM2 Medium Density Multiple Family Residential to T2 Traditional Neighborhood under the provisions of §61.801(b) of the Saint Paul Legislative Code, on property located at 340 / 342 Kellogg Blvd W, Parcel Identification Number (PIN) 012823110001, legally described as Culver Farringtons Subd Nely 5 Ft Of Lot 1 And Ex 6th St Lot 2; and

WHEREAS, the Zoning Committee of the Planning Commission, on December 20, 2012, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of § 61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The applicant is requesting the rezoning to allow a small-scale chocolate manufacturing facility to move into the building at 340-342 Kellogg Blvd W, a one-story mixed use building, with a vacant commercial space in the front of the building and a vacant residential space in the rear of the building. The applicant proposes to use the front of the building as the manufacturing space, and the back of the building as an accessory office. No changes are proposed for the multiple family building on this parcel.
2. The proposed zoning is consistent with the way this area has developed. The T2 traditional neighborhood district's intent is to foster and support compact, pedestrian-oriented commercial and residential development that, in turn, can support and increase transit usage. It encourages a variety of uses and housing types. This property is located in an area with medium residential density and medium employment density. Two bus routes run adjacent to this property. The property is across the street from the Minnesota History Center to the north, and from CommonBond Communities, a nonprofit, to the east. This mix of uses is consistent with the mix of uses permitted in a T2 traditional neighborhood district. The proposed T2 zoning is appropriate for the area.
3. The proposed zoning is consistent with the Comprehensive Plan. 340/342 Kellogg Blvd W is located in an identified "Major Institutional" employment district on the Employment Districts map in the Land Use chapter of the Comprehensive Plan (Figure LU-F). This proposed rezoning is also consistent with land use policy 1.48: *Support compatible mixed-use within single buildings and in separate buildings in close proximity*. Rezoning this property from RM2 to T2 will permit a mix of uses that is consistent with the Comprehensive Plan.

moved by _____
seconded by _____
in favor _____
against _____

4. The proposed zoning is compatible with the mix of uses in the surrounding area. This property is adjacent to the Capitol Area Jurisdiction, which contains a mix of institutional, commercial, and residential uses. The property is adjacent to residential buildings and across the street from the surface parking lot of another institutional office building. A small-scale chocolate manufacturing facility is compatible with this mix of uses.
5. The proposed rezoning is not considered spot zoning because of the adjacent mix of uses. Court rulings have determined that "spot zoning" is illegal in Minnesota. Minnesota courts have stated that this term *"applies to zoning changes, typically limited to small plots of land, which establish a use classification inconsistent with the surrounding uses and create an island of nonconforming use within a larger zoned property."*
6. The petition for rezoning was found to be sufficient on December 3, 2012: 5 parcels eligible; 4 parcels required; 4 parcels signed.

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission recommends to the City Council that the application of Donna M Sauro, Trustee, and Susan Sauro Kane, Trustee for a rezoning from RM2 Medium Density Multiple Family Residential to T2 Traditional Neighborhood for property at 340 / 342 Kellogg Blvd W be approved.

city of saint paul
planning commission resolution
file number
date

WHEREAS, Sandra K Belisle has applied for a change of non-conforming use permit to change the condition regarding the location of off-street parking for an existing dog and cat grooming business under the provisions of §62.109(c) of the Saint Paul Legislative Code, on property located at 360 Clifton St, Parcel Identification Number (PIN) 112823130033, legally described as Ramseys Sub Of B21 Stinson Br Lot 34 Blk 21; and

WHEREAS, the Zoning Committee of the Planning Commission, on December 20, 2012, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The applicant's dog grooming nonconforming use permit was approved by the Planning Commission on December 15, 2006, subject to the following conditions: 1. The number of employees/independent contractors shall be limited to 7. 2. The hours of operation shall be Monday through Saturday, 7:00 a.m. to 8:00 p.m. 3. Four off-street parking spaces shall be provided at the rear of the property and constructed as required by site plan review staff in the Office of License, Inspections, and Environmental Protection (LIEP). 4. Signs for the business shall comply with the sign regulations for size and placement unless a variance is approved by the Board of Zoning Appeals. The applicant's current nonconforming use permit for dog grooming as well as dog boarding/day care was approved by the City Council on January 5, 2011, subject to the following conditions: 1. The conditions imposed in the Commission's 2006 decision remain in full force and effect. 2. Up to two (2) additional employees or independent contractors as the case may be, may be added for the purpose of conducting pet-boarding or pet-daycare. 3. No more than six (6) dogs may be boarded upon the premises. A different number of dogs may be boarded provided that animal control determines that the number of dogs boarded will be safe. 4. All pet-related uses comply with all applicable laws and licensing requirements. 5. No dog(s) may be left outdoors unattended when the grooming business is closed.
2. It appears that the property is in compliance with conditions 1, 2 and 4 from the Commission's 2006 decision (part of condition 1 on the current nonconforming use permit), and with conditions 2, 3, 4, and 5 on the current nonconforming use permit. However, the applicant has not provided four off-street parking spaces at the rear of the property, and has not been through site plan review for any planned parking spaces.
3. The applicant has requested a modification of condition 3 from the 2006 decision, which was maintained through the current nonconforming use permit issued in 2011. The area previously

moved by _____
seconded by _____
in favor _____
against _____

occupied by the garage has been fenced in along with the rest of the back yard and is now used for outdoor storage and a dog exercise area. The applicant proposes to use four off-street parking spaces in the parking lot for the bar at 825 Jefferson Ave to satisfy the parking needs of her business. This lot is across Jefferson Ave from Sandy's Professional Dog and Cat Grooming.

4. The applicant has submitted a letter from the owner of Tavern on the Avenue stating that Sandy's Dog and Cat Grooming can use 4 parking spaces for Tavern on the Avenue has 62 off-street parking spaces in the lot outside their business. This bar is required to provide a minimum of 44 parking spaces for their customers. Allowing Sandy's Professional Dog and Cat Grooming to use four parking spaces will not cause Tavern on the Avenue to have a parking deficiency.
5. Section 62.109(c) lists four standards that all nonconforming uses must satisfy. As stated in City Council Resolution 11-11, these conditions are met provided the applicant abides by the conditions set forth in the nonconforming use permit.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Sandra K Belisle for a change of non-conforming use permit to change the condition regarding the location of off-street parking for an existing dog and cat grooming business at 360 Clifton St is hereby approved subject to the following revised conditions:

1. The number of employees/independent contractors shall be limited to 7 groomers, plus 2 for the purpose of conducting pet-boarding or pet-daycare.
2. The hours of operation shall be Monday through Saturday, 7:00 a.m. to 8:00 p.m.
3. Four off-street parking spaces shall be provided for use by employees of the business, either on site or within 300 feet of 360 Clifton and in a commercial zoning district, to be provided by June 1, 2013.
4. Signs for the business shall comply with the sign regulations for size and placement unless a variance is approved by the Board of Zoning Appeals.
5. No more than six (6) dogs may be boarded upon the premises. A different number of dogs may be boarded provided that animal control determines that the number of dogs boarded will be safe.
6. All pet-related uses comply with all applicable laws and licensing requirements.
7. No dog(s) may be left outdoors unattended when the grooming business is closed.

city of saint paul
planning commission resolution
file Number _____
date _____

WHEREAS, Devon Industrial Group, File # 12 210553, has submitted a site plan for review under the provisions of Sec. 61.400 of the Saint Paul Legislative Code, for the demolition of the Ford Motor Assembly Plant on property located at 966 Mississippi River Blvd S, legally described as Auditors Subdivision No 87 All Of Lot 1 Blk 1 & That Part Of Lot 3 Blk 1 Lying Nly Of A 7 Course Line Desc In Doc No# 2087758 All In Ford Motor Co First Add & In Sd Aud Sub No 87 The Fol Ex N 500 Ft Of W 328 Ft Of The E 999.4 Ft Meas From El Of Sec 17 Tn ; and

WHEREAS, the Zoning Committee of the Planning Commission, on December 20, 2012, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings as required under the provisions of §61.402(c) that the site plan is consistent with:

1. *The city's adopted comprehensive plan and development or project plans for sub-areas of the city.*

The Saint Paul Comprehensive Plan Land Use chapter identifies the Ford property as one the city's "Opportunity sites for future development..." (Land Use 1.54) and as a "Mixed Use Corridor" (Generalized 2030 Future Land Use map). Demolition of the previous use on the property that will prepare the site for redevelopment is consistent with its land use designation, and consistent with the Mississippi River Corridor Plan (2002) objective of providing "new neighborhoods" in the river corridor to create connections to the river. (page 7 – Strategy 3)

The Comprehensive Plan encourages clean up and reuse of former industrial, brown field properties which "restores and enhances the city's employment and property tax base." (Land Use page 29) Demolition of the current structures will facilitate this process and position the site for redevelopment.

Removal of the structures will be followed by grading and seeding with native seed mixes to control erosion and manage stormwater, consistent with Water Resource Management Strategy 2.13 "Continue to use site plan as an opportunity to improve surface water management on proposed developments" and 2.18 "Encourage the use of native vegetation for appropriate land uses."

moved by _____
seconded by _____
in favor _____
against _____

2. *Applicable ordinances of the City of Saint Paul.*

Since the site plan does not include any new development, many of the typical standards for site plan review do not apply. The site plan will meet City standards related to the rate of stormwater run-off and erosion/sediment control

Section 61.402.e gives the City the authority to require a Security Agreement to ensure that site work is completed as shown on the approved site plan. The Zoning Administrator has determined that a Security Agreement structured as follows is sufficient to ensure that work is completed:

Ford Motor must submit a Security Agreement in the form of a Performance Bond before permits will be issued for work included in all phases of the decommissioning activities referenced under the master site plan, including removal of the paved parking areas on the site. The initial Bond amount will be \$7.5 million. Once work for Phases 1 and 2 (removal of buildings, structures, slabs and foundations) has been completed, inspected and approved by the City, the amount of the Bond will be reduced to \$5 million. Once work covered by Phase 3 (site restoration, grading and seeding for areas disturbed in Phases 1 and 2) has been completed, inspected and approved by the City, the amount of the Bond will be reduced to \$1 million. Once the final decommissioning work (removal of pavement and site restoration for the north 37 acres of the site of the site) has been completed, inspected and approved by the City, the Bond will be released.

The site work is expected to take almost three years to complete. However, based on Section 61.015, the approval of Ford's site plan will be valid as long as they obtain a permit for the work within two years and then work is proceeding.

3. *Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*

Ford is conducting environmental investigations and cleanup on the property under the regulatory oversight of the Minnesota Pollution Control Agency (MPCA)'s Voluntary Investigation and Cleanup (VIC) and Petroleum Brownfields (PB) Programs. MPCA will approve a Construction Contingency Plan that Ford will follow and consult during the removal of buildings, slabs and foundations. The removal of the buildings, slabs, and foundations will allow Ford to complete the sub-slab soil investigation and any necessary soil cleanup, in accordance with work plans reviewed and approved by the MPCA. The MPCA will review the sub-slab soil data and other pertinent information to ensure that any soil conditions requiring remediation are completed in accordance with applicable standards. Provided Ford abides by and completes the VIC and BP programs to the satisfaction of the MPCA, no environmentally sensitive areas will be impacted. The area of disturbance for site decommissioning is on built up, impervious surfaces.

None of the buildings slated for demolition are historically designated. In 2007, Ford hired Hess, Roise and Company to conduct a historic assessment of the property and buildings. The resulting report, titled "Ford Motor Company Twin Cities Assembly Plant: An Assessment of Significance and Eligibility", concluded that repeated alterations to the original plant structure

meant that “its integrity is too compromised for the property to qualify for either [listing in the National Register of Historic Places or designation by the Saint Paul Heritage Preservation Commission]”. Ford has identified certain elements of the original structure to be removed and saved for reuse in the redevelopment, including a few lighting fixtures and an exterior frieze.

Stormwater from the site drains to Hidden Falls. Ford’s submittal includes an analysis of the impact of the demolition and site restoration on Hidden Falls. It concludes that the work will improve Hidden Falls in two ways. First, it will reduce the peak rates of stormwater and provide a more uniform rate of flow. Second, the proposed vegetation will improve the quality of water going to Hidden Falls.

The west half of the site is located in the Saint Paul River Corridor. The proposed changes to the site include removing hard surface area and constructing measures to improve water quality. This is consistent with preserving and improving this environmentally sensitive area.

4. *Protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and sight buffers, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*

The final grading after the demolition will improve surface water drainage. Temporary measures, such as sediment ponds, will be required during demolition while the site is torn up.

The west facade of the Main Assembly Building will be kept up as long as possible so that it can act as a sound and sight buffer along Mississippi River Boulevard. Fabric will be attached to the fence around the site to act as a visual screen during demolition. Once the demolition is finished and ground cover has been established, the screen will be taken down.

It is not anticipated that sound from concrete crushing or other demolition activities will be a significant problem for the surrounding area.

The concrete crushing operation and demolition will be watered as needed to ensure that dust does not impact neighboring properties.

The demolition of the existing structures will improve views and light.

5. *The arrangement of buildings, uses and facilities of the proposed development in order to assure abutting property and/or its occupants will not be unreasonably affected.*

The site plan is consistent with this finding. The concrete crushing operation will be located approximately 1200’ from the nearest residential property.

6. *Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*

The site plan is consistent with this finding. Most of the existing buildings, pavement and infrastructure on the Ford Motor plant site will be removed. After the site is graded, a layer of

soil will be put down and low- maintenance ground cover will be planted.

7. *Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*

According to a Traffic Study submitted by Ford:

- A total of 90 vehicles a day will come to the site (60 cars and 30 trucks). This is less traffic than what the Ford plant generated when it was in operation. (At that time up to 700 cars and 138 trucks accessed the site everyday. Of these, 200 cars and 18 trucks used the Ford/Cretin driveway and the rest used other driveways including one on Mississippi River Blvd.)
 - All traffic into and out of the site will use the existing driveway at Ford and Cretin. The only exception would be if Ford Parkway was closed due to construction, etc. In that case, traffic would use the driveway on Mississippi River Blvd at the south end of the site.
 - Trucks would use Ford Parkway to get to a truck route – either east on Ford to Snelling or west on Ford and across the bridge to Minneapolis.
8. *The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.*

The site plan is consistent with this finding.

The site plan will improve the current stormwater drainage. The site is currently almost entirely paved. The site plan calls for covering the site with soil and groundcover which will slow the rate of stormwater run off. Stormwater infiltration ponds will be created and these will allow stormwater to infiltrate into the ground instead of going into the sewer system.

Sanitary sewers that are no longer needed will be abandoned, capped and cut of at the property line.

Public Works Sewers Engineering staff has reviewed the site plan and approved it for sewers and stormwater drainage subject to a few minor technical revisions.

9. *Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*

All disturbed areas on the site will be seeded with MnDOT low-maintenance seed mixes to establish ground cover. Five different will be used, depending on the specific site conditions (dry, pond etc)

The site will be enclosed by a fence to secure the site. A fabric screen will be attached to the fence. The west wall of the Main Assembly Building will be left up as long as possible to act as a screen along Mississippi River Boulevard.

Workers will park on a portion of the existing paved area at the north end of the site.

10. *Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*

The site plan is consistent with this finding. The demolition site will meet applicable standards for accessibility. Public sidewalks and rights-of-way around the site will be maintained to provide a continuous route for pedestrians, including the disabled and bicyclists.

11. *Provision for erosion and sediment control as specified in the Minnesota Pollution Control Agency's "Manual for Protecting Water Quality in Urban Areas."*

The site plan is consistent with this finding. The site plan includes a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP calls for:

- Temporary stormwater quality measures, including silt fence, inlet protection, dust control, a rock construction entrance and a truck wheel washing facility. Two temporary sediment ponds will be constructed to minimize sediment leaving the site during construction. Disturbed areas will be stabilized if they are inactive for more than 14 days.
- Permanent stormwater management system, including grassed swales, one wet stormwater pond and two dry ponds that will discharge to the existing storm sewer systems and ultimately to the Mississippi River. The plan identifies a person who will be responsible for the long term operation.

The Capitol Region Watershed District approved plans for the demolition on December 19, 2012. The project will need to meet their standards for temporary and permanent stormwater management measures.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Devon Industrial Group for a site plan review for the demolition of the Ford Motor Assembly Plant at 966 Mississippi River Blvd S is hereby approved subject to the following conditions:

1. *Concrete crushing* Before any on-site concrete crushing begins, Ford Motor must obtain a Case Specific Beneficial Use Determination from the MPCA and temporary sediment basins must be in place and functional.
2. *Traffic* Truck traffic generated by the demolition and restoration work must use designated Truck Routes and be handled as specified in the Traffic Impact Study submitted by Ford Motor. This study assumes that concrete crushing will occur on-site. If Ford does not receive approval for on-site crushing, a new Traffic Impact Study must be submitted and approved by Public Works Traffic Engineering before permits are issued for the work shown on the approved site plan.

Traffic for the project will use the entrance at Ford Parkway and Cretin Avenue unless events

such as street construction make this impossible. In the event the Ford Parkway access cannot be used, traffic will use the existing entrance on Mississippi River Blvd located at the southwest corner of the site and travel north to Ford Parkway.

3. *Repair streets* Ford will be responsible for repairing any damage to Ford Parkway and adjacent streets, sidewalks, curbs and driveways caused by trucks or equipment from the demolition and restoration.
4. *Fence* The site must be enclosed with existing or new fence and a visual screen as shown on the approved site plan until site restoration is completed. A "Certificate of Liability Insurance" is required for installing barbed wire on the fence.
5. *Signs* Signs or other graphics (including any on the visual screen) must comply with City sign regulations. A separate review and permit is required for any signs.
6. *Ground cover* Ground cover and any other landscaping must be established as shown on the approved site plan and maintained in good condition per Section 63.115.c.
7. *Approvals by other agencies* Ford must obtain approvals for the demolition and restoration from all other agencies having jurisdiction, including but not limited to the Capitol Region Watershed District and the Minnesota Pollution Control Agency. Work must be performed as specified in these approvals.
8. *Inspection and reports* Ford Motor must maintain a record on site of all inspections for viewing by City inspectors. An electronic version of the inspection record must be submitted to City staff on a weekly basis.

Ford must also submit to the City a written monthly summary on the progress of work and of site conditions, including erosion and sediment control measures. This summary must be prepared by a certified environmental professional.

9. *Project contact person* Ford must designate and maintain throughout the term of the project a site representative to field questions and complaints from the public and must make this person's name and contact information available to the city and the public before permits are issued for the work shown on the approved site plan. The City will similarly designate a contact person. Both contacts will be identified on the city's web site on the "Ford Demolition" page.
10. *Parking Lot Removal* The 37 acres of paved parking areas on the north side of the site shall be removed as the final stage of decommissioning work. Preliminary plans for their removal shall be submitted to the City of Saint Paul for review within five (5) years from issuance of this Master Site Plan, unless extenuating circumstances, such as Acts of God, force majeure, or approvals by other government agencies, are deemed by the Zoning Administrator to justify a delay in their removal. Removal of the parking lots will be conducted under application and approval for a site plan specific to that work, and all of the work encompassed under that site plan shall be completed by July 2019.

11. *Security Agreement* Ford Motor must submit a Security Agreement in the form of a Performance Bond before permits will be issued for work included in all phases of the decommissioning activities referenced under the master site plan, including removal of the paved parking areas on the site. The initial Bond amount will be \$7.5 million. Once work for Phases 1 and 2 (removal of buildings, structures, slabs and foundations) has been completed, inspected and approved by the City, the amount of the Bond will be reduced to \$5 million. Once work covered by Phase 3 (site restoration, grading and seeding for areas disturbed in Phases 1 and 2) has been completed, inspected and approved by the City, the amount of the Bond will be reduced to \$1 million. Once the final stage of decommissioning work (removal of pavement, grading, erosion/sediment control measures and revegetation for the north 37 acres of the site) has been completed under an approved site plan and been inspected and approved by the City, the Bond will be released.
12. *Hours of Operation* All decommissioning related activity must be limited to the hours of 7:00AM to 6:00 PM Monday through Friday. Truck traffic entering or exiting the site must be limited to 8:00 AM to 4:00 PM Monday through Friday. No decommissioning related activity or truck traffic is permitted outside of these hours or on Saturday or Sunday. This is consistent with the hours proposed by Ford in their application.



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

December 12, 2012

Resolution Regarding Ford Plant Demolition Site Plan Application

Whereas, the Ford Motor Company, represented by contractor Devon Industrial Group (DIG), has submitted an application for a master site plan to guide its Saint Paul Ford plant decommissioning activities; and

Whereas, the plan is being reviewed by city staff and will go before the Zoning Committee of the Planning Commission at which time there will be a public hearing before being considered by the full Planning Commission for approval; and

Whereas, the Ford Motor Company and City of St. Paul have made the demolition plan application available online; and

Whereas, Ford and city representatives conducted a presentation of the plan with a question and answer session at a community meeting for Highland Park residents hosted and publicized by the Highland District Council on December 11, 2012; and

Whereas, Highland Park residents had the opportunity to voice concerns about certain aspects of the plan which include:

- Excessive noise and as well as noise during non-business hours which may be associated with the tear-down of structures and removal of pavement and other infrastructure
- Dust and debris created during the tear-down and removal of materials which may affect surrounding properties
- Additional road traffic and associated air and noise pollution which may result from the transport of materials from and other activity at the Ford site during demolition
- Availability of a project contact person or hotline to respond to questions or address problems during the demolition process
- Ongoing maintenance of the property along the public right-of-way including snow removal, lawn mowing, and the perimeter fence
- Measures taken to prevent the spread of hazardous or toxic substances during demolition and prevent water run-off which could harm surrounding properties, Hidden Falls and the Mississippi River
- Public safety on the Ford site once the decommissioning is complete, including property access and fill-in and sealing of the utility tunnels

Be it resolved that, subject to the concerns listed above being satisfactorily met as indicated by Ford's plan and presentation, the Highland District Council supports approval of the application for a master site plan to guide its Saint Paul Ford plant decommissioning activities.

COMMENTS on the Ford Plant Demolition Plan permit application

Wednesday December 19, 2012, 11 a.m.

TO: Ms. Merritt Clapp-Smith, Project Manager, Ford Plant Decommissioning and Redevelopment
FROM: Mathews Hollinshead, 2114 Pinehurst Ave., St. Paul MN 55116, 651-492-0645
RE: Rubble Removal transportation plan

I was surprised and dismayed, at the Highland District Council's December 11 information meeting, that there was no content presented regarding possible rail removal of demolition rubble debris. When I asked, Ford stated there are no rubble recyclers who have rail access. I did a very cursory Google Earth search, and found what appear to be at least two sites, in Rosemount and in St. Paul, that have rail spurs, one with rail cars on it. This implies there may be more. I would think the rubble recycling industry needs and uses rail access on occasion, so to be simply told by Ford that there is no rail access to possible rubble destinations at best indicates a lack of concern for or interest in public health or the environment. It is somewhat shocking that here in what is probably the state's biggest demolition project, there is a fully functional Class One rail yard and spur at the center of the site, and yet the applicant has no interest and makes no effort to examine whether it can be used.

Ford also could not say how many trucks from the Cretin gate would be turning west to go over the Ford bridge and how many would be turning east to go through the center of Highland Village. Apparently to Ford there is no difference between the two routes. But as someone with asthma and related respiratory conditions, as a nearly full-time transit user and pedestrian, and as a homeowner one half block from Ford Parkway, there is a big difference. As implied above, I believe use of rail rubble removal could save people on both sides of the Mississippi, as well as the surrounding area and jurisdictions, much health risk and even more environmental risk.

Even given that 138 truck movements served the operating plant vs 30 in the this demo plan, it would still serve the interests of public health and of the environment to try and avoid even 30 truck movements, yet no consideration of such a goal is indicated in the demo plan permit application.

Specifically:

1. Section 1 of the Demo Plan Application, which covers transportation and traffic, mentions rail transport only once, in relation to metals that can be recycled.
2. TKDA's independent traffic memo, labeled Memo 2 in the Demo Plan Application, makes no mention of rail transport at all, nor whether TKDA was tasked with assessing rail transport, did any survey of possible rubble recyclers to determine rail access or lack of it, nor whether TKDA was tasked with or in fact assessed rail egress routes, the number of railroads to be traversed, the terms that railroads might offer for such transport, and CP Rail's interest or lack of interest in assembling rubble trains using its existing Ford Plant rail yard facility.
3. The Demo Plan states that rail facilities at the center of the site will be torn up with slab removal. This may foreclose use of rail for rubble removal. There is no reference to any discussion of whether to leave the Ford-owned rails in place in case of possible use for debris removal.
4. The Demo Plan has no energy consumption analysis of rail vs. truck transport for rubble, nor any analysis of length of trains that might substitute for 8000 truck loads it does mention, number of trains or train movements, etc.
5. The daily truck movements at Cretin and Ford will be 30, vs. 18 at that gate when the plant was operating, according to TKDA's memo. This means nearly all truck ingress and egress during plant operation was by the East River Road gate, which the Demo Plan proposes to close unless needed if Ford is closed for some other reason during the demo project. Why are no truck movements scheduled using the River Road gate, forcing all truck movements to use Cretin? Does the figure 30 count empty trucks entering, or just loaded trucks exiting at Cretin?

Langer, Samantha (CI-StPaul)

From: Clapp-Smith, Merritt (CI-StPaul)
Sent: Wednesday, December 19, 2012 11:59 AM
To: Langer, Samantha (CI-StPaul)
Cc: Beach, Tom (CI-StPaul)
Subject: Ford Site plan hearing comment

From: supertec@usfamily.net [mailto:supertec@usfamily.net]
Sent: Thursday, December 13, 2012 5:22 PM
To: merritt.clapp/smith@ci.stpaul.mn.us
Cc: #CI-StPaul_FordSitePlanning
Subject: Ford site use recommendation / citizen input

Respectfully submitted- By: Keith Knutson Tuesday 12/11/2012
To: Highland Park, Mn. City Council / Planning Commission
REGARDING THE 122 ACRE FORD PLANT FACILITY IN HIGHLAND PARK, MINNESOTA.

There is millions of already invested value in production capacity at this site. Considering this already paid for, pre inflated dollar value, my recommendation would be to try to use the already installed and paid for industrial backbone of this facility. Saint Paul, in particular, is to be commended for so often utilizing, and restoring valuable older and historic facilities, to function with great value in todays society and economy.

Throughout my schooling during the 1960's, I can still vividly remember viewing 16mm films showing brand new 1958 Fords and similar AMERICAN cars going down the assembly line, with the statement that "the American automotive industry is the backbone of America, and that every other aspect of our economy springs off of that". The false gas shortage of the 70's, along with various attacks on Americas industrial backbone have changed all that. It is a shame, anytime that we have the opportunity to get some of that back, that it would be lost. It is even more disappointing, now that there is so little of this true intrinsic value, such as this Ford plant, if destroyed. Not only with the loss of already paid for, and well constructed, at pre-inflation value, but then the high cost and pollution of the destruction and disposal process, only to be replaced with the highly inflated cost of reconstruction, and likely a lot of problematic engineered lumber (pressed sawdust) construction with todays highly inflated prices.

Since this facility already has such great assets for industrial application, such as Hydroelectric capacity, numerous railroad track access, and manufacturing structures already in place, I would like to vote the following five suggestions. More housing is not the answer, when people do not have the jobs/money to pay the payments and taxes? Housing is not backbone, which is what we need more of in todays USA.

There is a large sandstone?cornerstone/crest? on the West side of one of the original buildings alongside of the river, that states:
EXCELLENCE IS NEVER GRANTED TO MAN BUT AS THE REWARD OF LABOR

Five suggestions:

1. A specialized R&D, electric car/ hybrid car manufacturing facility.

[illegible]

Amended Conditions #10 #11

10. *Parking Lot Removal* The 37 acres of paved parking areas on the north side of the site shall be removed as the final stage of decommissioning work. Preliminary plans for their removal shall be submitted to the City of Saint Paul for review within five (5) years from issuance of this Master Site Plan, unless extenuating circumstances, such as Acts of God, force majeure, or approvals by other government agencies, are deemed by the Zoning Administrator to justify a delay in their removal. Removal of the parking lots will be conducted under application and approval for a site plan specific to that work, and all of the work encompassed under that site plan shall be completed by July 2019.

11. *Security Agreement* Ford Motor must provide the City with a Security Agreement to ensure that site work shown on the approved site plan is completed. The Security Agreement must be submitted before permits will be issued for work included in all phases of the decommissioning activities referenced under the master site plan, including removal of the paved parking areas on the site. The initial bond amount will be \$7.5 million. Once work for Phases 1 and 2 (removal of buildings, structures, slabs and foundations) has been completed, inspected and approved by the City, the amount of the Security Agreement will be reduced to \$5 million. Once work covered by Phase 3 (site restoration, grading and seeding for areas disturbed in Phases 1 and 2) has been completed, inspected and approved by the City, the amount of the Security Agreement will be reduced to \$1 million. Once the final work on Phase 4 (parking lot removals and site restoration) has been completed, inspected and approved by the City, the bond will be released.

Transportation Committee Staff Report

Committee date: 12/17/2012

Project Name	Sixth Street Sidewalk widening
Geographic Scope	North Side of Sixth Street Sidewalk – Sibley to Wacouta
Ward(s)	Ward 2
District Council(s)	Downtown
Project Description	Remove existing sidewalk on north side of Sixth, replace with widened sidewalk.
Project Contact	Jesse Farrell
Contact email/phone	651-266-6155
Lead Agency/Department	Public Works
Purpose of Project/Plan	The widened sidewalk will improve pedestrian mobility in an active area of downtown. It will allow local businesses to increase outdoor dining similar to other sidewalk patios downtown. The removal of severely deteriorated areaways removes a potential liability and safety issue.
Planning References	Bike Walk Central Corridor Action Plan, Comp Plan T3.1
Project stage	Engineering
General Timeline	Early in the 2013 construction season.
District Council position (if applicable)	Supported in 2010. There is local dissent – some parties desire a temporary installation and oppose a permanent widening.
Level of Committee Involvement	Inform
Previous Committee action	-
Level of Public Involvement	Public involvement to be held at the city council level.
Public Hearing	TBD – January 2013
Public Hearing Location	City Council
Primary Funding Source(s)	100% assessed to adjacent property owners.
Cost	TBD - \$300k

Staff recommendation	Recommend approval
Action item requested of the Committee	Approve
Committee recommendation	Approve
Committee vote	9-0

Level of Committee Involvement

INFORM: Informational briefings	Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions
ADVISE AND CONSENT: Informational briefings with policy discussion, general directives to staff for follow-through	Project and program reviews primarily initiated by staff; or involvement with program development by others
INVOLVE: Discussions to develop directions for projects & programs	Policy involvement from inception through design, inc. policy development; environmental documentation,
DEVELOPMENT OF PROJECT/PROGRAM: Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community	Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council

city of saint paul
planning commission resolution
file number _____
date _____

Support for Sixth Street Sidewalk Widening

WHEREAS, widening of the sidewalk on the north side of Sixth Street between Sibley and Wacouta Streets has been proposed to increase pedestrian mobility and to add opportunities for outdoor restaurant dining; and

WHEREAS, the Bike Walk Central Corridor Action Plan identifies Sixth Street as an important transit corridor that suffers from a lack of pedestrian amenities, and

WHEREAS, the Plan also recommends enhanced amenities on Sixth Street such as pedestrian scale lighting; widened sidewalks, either in conjunction with redevelopment or by reducing the street width; and pedestrian-supportive land uses like restaurants, newsstands, and retail at street level; and

WHEREAS, the Saint Paul Comprehensive Plan supports cooperative efforts in streetscape design that promote vibrant, walkable neighborhoods; and

WHEREAS, the project would create additional space for pedestrians and pedestrian-oriented activities; and

WHEREAS, the Transportation Committee discussed the project concept and forwarded a supportive recommendation to the full Commission on December 17, 2012; and

WHEREAS, the proposed area is located within the Lowertown Historic District, which is both a National Register and locally designated heritage preservation district; and

WHEREAS, based on Chapter 73.06(b), the Heritage Preservation Commission shall review and make recommendations concerning all other city activity to change the nature or appearance of a heritage preservation site, and no permit shall issue or work commence until the Heritage Preservation Commission renders its recommendation;

NOW, THEREFORE, BE IT RESOLVED that, contingent on approval from the Heritage Preservation Commission, the Planning Commission supports the Sixth Street Sidewalk Widening project, and recommends approval to the Mayor and City Council.

moved by _____
seconded by _____
in favor _____
against _____